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**OUR ENGINEERS & SHIPBUILDERS.**

**ANNUAL MEETING OF LOCAL INSTITUTION.**

**DONATION OF \$1,000.**

Mr. R. M. Dyer, who had previously served in the office, was unanimously elected as the new President of the Institution of Engineers and Shipbuilders of Hongkong at the thirty-ninth annual general meeting, which was held last evening, Mr. G. F. Taylor (the Chairman of the Committee), presiding.

It was announced that Mr. Andrew Harper had offered a donation of \$1,000.

After the secretary had read the minutes of the previous meeting, and had announced that the Hongkong Electric Company had invited the members of the Institution to inspect their power station at North Point on April 10, the chairman, addressing the meeting said:

You will note that during the year we have sustained a loss on working of \$1,316.93 as compared with a loss in the previous year of \$3,750.05, being an improvement of \$2,433.02, which, if not entirely satisfactory, is at least a step in the right direction.

That step appears the more solid when it is pointed out that of that loss of \$1,316.93 a sum of \$800 has been written off the cost of the very necessary re-decoration of the premises, leaving the remaining \$516.93 to be written off this year.

There is another point in the important matter of working expenses which I think and hope is a harbinger of better times ahead; I refer to the fact that the 3rd quarter of the year, taken alone, showed a profit of \$506.54. (Applause).

**Useful Reserves.**

Our reserves have, of course, been depleted in meeting our loss on working and this ability to meet the loss is, I submit, a perfect answer to those who think, and have said, that our reserves are too big for our needs; for, not only do they enable us to meet our loss without dismay, but have also provided the very useful sum of \$1,679.39 in the way of interest to help us over the rough part of our journey.

I would digress for a moment to put on record the yeoman service rendered by our Hon. Treasurer, Mr. Martin, to the Managing Committee in his constant and unremitting care and explicit advice on all matters of finance. (Applause). He leaves us for a while to take a well deserved home leave and we sincerely wish him a most enjoyable holiday and a safe return.

The one point of our weakness is the falling off of Entrance Fees and Subscriptions, they being \$563 less than the previous year; this is, possibly, not a large amount in itself, but I feel that it ought not to exist and I cannot help re-echoing the views expressed by our President at our Dinner last week, that your Committee is constantly exploring every avenue which will lead to an increase of Membership and which, gentlemen, with your support they hope to get.

In addition to the re-decoration of the premises last year, a considerable amount of renovation of our furniture and appointments is now under way; much of this is already in evidence and I think you will agree with me that results up to date call for a very hearty appreciation of the labours of our House Committee for the splendid show they have already made, under the severe handicap of the continual cry of economy

which meets every proposition they make.

I would especially add an expression of our gratitude to Mrs. Harman for her invaluable assistance and for that good taste in the arrangement which, unfortunately, we more men-folk seem to lack so badly.

**Question of Premises.**

As the lease of these premises expires on the 31st March, 1931 a very close examination of the matter must occupy the early and close attention of our Committee. We have been treated with consideration by our landlords and it is to be hoped that ways and means can be found to make an arrangement for the continuation of the lease, whereby we shall be able to enjoy a further term in the building which so well suits our requirements.

I am specially requested by the Literary Council to express their very great appreciation of the assistance they have received from Prof. C. A. M. Smith and more particularly for the paper he has prepared and will read on the 11th April, on the most interesting subject of "Modern Methods of Measurement" or "The World beyond our Senses," which he has treated in a masterly, although popular, manner and which they feel will be highly appreciated by all those who are privileged to hear it.

In conclusion I would again exhort all Members to exert every endeavour to increase our membership and thus make our improvement greater as well as continuous, so that next year we may be able to record four profitable quarters instead of one.

I now formally move the Adoption of the Report and Balance Sheet as presented and, when the motion has been duly seconded, I shall be glad to answer any question to the best of my ability. (Applause).

Mr. L. J. Blackburn seconded.

**Donation Offered.**

Mr. H. R. Latham rose and after discussing various items on the report and drawing attention to the Institution's means of obtaining revenue, asked the meeting to consider an offer from Mr. Andrew Harper of \$1,000 as a donation to the funds of the Institution. Mr. Latham intimated that members should be allowed to do something over and above their annual subscription to assist the finances.

The chairman pointed out that the question did not arise from the report and accounts, and intimated that it would be dealt with by the incoming Committee, but he thanked Mr. Harper for the offer.

Mr. Blackburn, the President, then presented the following prizes for Billiards competitions, the names of donors being in brackets:

**Thornycroft Challenge Cup for 1929.**

1st. (Messrs. J. I. Thornycroft and Co., Ltd.) Mr. A. H. McBride.  
2nd. (Messrs. the Vacuum Oil Co.) Mr. G. C. Watson.

Break (Institution) Mr. G. F. Taylor.

**Watson Cup.**

1st. (Mr. G. C. Watson.) Mr. P. T. Farrell.  
2nd. (Mr. Andrew Harper.) Mr. J. Ormiston.

Break (Institution) Mr. W. B. Haslett.

**President's Competition, for 1929.**

1st. (Mr. L. J. Blackburn.) Mr. A. E. Silkstone.  
2nd. (Mr. R. Hunter.) Mr. H. E. Hendy.

Break (Mr. E. W. Blackmore.) Mr. K. S. Robertson.

**Vice-Presidents' Competition.**

1st. (Messrs. P. T. Farrell and C. A. M. Smith.) Mr. A. E. Silkstone.  
2nd. (Mr. G. J. Harman.) Mr. W. Moodie.

Break (Mr. G. F. Taylor.) Mr. W. Brown.

**Thornycroft Challenge Cup for 1929.**

1st. (Messrs. John I. Thornycroft & Co., Ltd.) Mr. W. B. Haslett.  
2nd. (Messrs. the Vacuum Oil Co.) Mr. W. Russell.  
Break, Mr. G. C. Watson.

**"Osborn" Challenge Trophy.**

1st. (Messrs. Samuel Osborn & Co., Ltd.) Mr. A. Urwin.  
2nd. (Messrs. Samuel Osborn & Co., Ltd.) Mr. J. R. Heard.  
Break (Institution) Mr. C. A. Mutton.

**Wo Fat Shing Cup.**

1st. (Members of Messrs. Wo Fat Shing.) Mr. K. S. Robertson.  
2nd. (Members of Messrs. Wo Fat Shing.) Mr. A. J. Pilgrim.  
Break (Members of Messrs. Wo Fat Shing.) Mr. E. W. Blackmore.

**New Officers.**

In rising to propose the Committee's nomination to the Presidency, Mr. Blackburn said that he was sure the person whom he was proposing needed no introduction. Mr. Dyer had already been President for two years, and it was at the request of the Committee that he had expressed his willingness to stand as the President for the incoming year. The incoming year was going to be a serious one in the affairs of the Institution, as they had to consider a new lease for their premises. Mr. Dyer had always taken a very kind interest in the doings of the Institution, not only by putting in a kindly word for them as regards their landlords and thus saving them \$100 a month in rent since January, but had assisted them in divers other ways. Mr. Dyer would also be instrumental in securing new members from among the professional men.

The motion was seconded by Mr. J. Ormiston, and carried.

Mr. Dyer suitably replied, and thanked the meeting for having elected him President. He promised to do his best to further the interests of the Institution.

Other officers were then elected as follows:

Vice Presidents, Mr. G. F. Taylor and Mr. B. J. Lacombe. Hon. Secretary, Mr. E. W. Blackmore; Hon. Treasurer, Mr. G. E. F. Thompson; Hon. Librarian, Mr. H. R. Latham; managing committee, Messrs. C. F. Taylor, L. J. Blackburn, G. J. Harman, F. P. R. James, B. J. Lacombe, C. A. M. Smith, V. G. Kerley, J. M. Jack, P. T. Farrell, J. Ormiston, L. Young and J. P. Ulderup.

Messrs. Lowe, Bingham and Matthews were re-elected auditors at the usual fee of \$500 per year.

**The Retiring President.**

Mr. Dyer proposed a hearty vote of thanks to Mr. Blackburn, the retiring President, who had filled the high office with great dignity and success.

In reply, Mr. Blackburn assured the meeting that he had appreciated his opportunity of having served as President of the Institution of Engineers and Shipbuilders of Hongkong, and always would appreciate it. It was a privilege. He might say that during the year he had had excellent support from the worthy chairman, Mr. Taylor, the Hon. Secretary, Mr. Blackmore, the Hon. Treasurer, Mr. A. J. J. Martin, and members of the Committee in general, and during the coming year he hoped to be able to assist the newly elected President to the utmost of his ability.

Continuing, Mr. Blackburn said that he would like the meeting to express their appreciation to Mr. A. Harper for the offer of \$1,000 towards the funds of the Institution, but of course the acceptance of that would be for the incoming Committee, and if Mr. Harper would kindly notify the Committee as to the terms under which he wished to donate that generous contribution he had no doubt the incoming Committee would duly consider it and thank him for his kindly thought. (Applause).

Mr. Harper proposed a vote of thanks to the outgoing Committee for the very efficient manner in which they had conducted the affairs of the club.

A vote of thanks was passed to Mr. Taylor for presiding.

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DENTAL CREAM

KOLYNOS safeguards against toothache, decay and gum infection. One-half inch on a dry brush removes fermenting food particles, dissolves film and destroys decay germs.

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**no more depressing days**

Days when everything seems to go wrong. Life is a heavy burden. Work seems so much determination. Tasks seem never ending.

The cause of it all is raw jangled nerves. If they can be restored to healthfulness all the attendant troubles vanish. And this can be done only in Nature's way, through quiet health-restoring sleep. But it must be natural sleep—not that produced by drugs or stimulants.

Then when the nerves are refreshed and re-invigorated the spirits rise, the whole system recovers tone and all is well.

There is such an easy pleasant way of producing this natural sleep. A fragrant cup of Glax-ovo taken before retiring for the night is a splendid sleep inducer.

The marvellous "Ostelin" vitamin D concentrate feeds those starved and harassed nerves, its rich milk and selected malt extract give rise to that drowsy feeling and its delicious chocolate flavour makes it an added pleasure with which to round off the day.

Try it to-night!

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the vital food-drink  
for men, women and children

Needs no milk—there's plenty in it  
Only hot water—made in a minute

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SCOTT'S Emulsion brings health and strength at all ages of life. Contented and happy are little ones who are nourished by SCOTT'S Emulsion.

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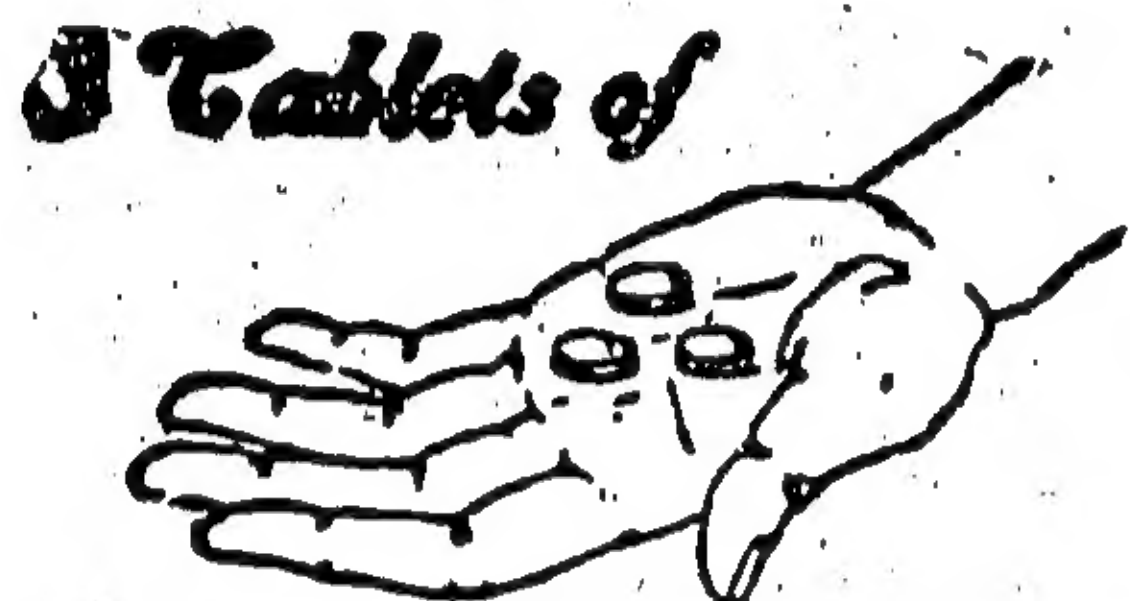
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|                  |               |
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| Upper Levels     | \$21.-per ton |
| Mid-Level        | \$20. "       |
| Central District | \$19. "       |
| Kowloon          | \$21. "       |

#### Best Household Nuts

(For Kitchen Use)

|                  |                 |
|------------------|-----------------|
| Upper Levels     | \$19.50 per ton |
| Mid-Level        | \$18.50 "       |
| Central District | \$17.50 "       |
| Kowloon          | \$19.50 "       |

Terms: Cash with order.

Minimum Quantity: One ton.

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### POLICE ANNUAL INSPECTION.

H.E. CONGRATULATES FORCE  
ON WORK.

#### SMART TURN-OUT.

Congratulating the force on another year of good work, His Excellency the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.) at the annual inspection of the Hongkong Police Force yesterday, commented on the successful way in which Communism had been kept in check in the Colony.

Over 220 of the Hongkong Police force were on parade within the compound of the Central Police Station for the official inspection. They were drawn up according to their divisions, the European section with 53 men taking a position on the left, the Indian body, with 66 men in the centre, the Shantung contingent with 54 to the right, and the Cantonese to the south side of the compound, with two Lewis gun crews, and the officers who were to receive medals and other marks of recognition of good service from the hands of the Acting Governor.

Assisting the Inspector General of Police (Hon. Mr. E. D. C. Wolfe, C.M.G.), in command of the respective sections were the Director of Criminal Intelligence (Mr. T. H. King) and the following officers: Mr. W. R. Scott, A.S.P., Mr. D. Burlingham, Divisional Superintendent (Kowloon), Mr. W. le Bart Sparrow, A.S.P., and Mr. L.H.V. Booth, A.S.P. Other officers on parade were the two Indian A.S.P.s, Mohinder Singh and Nawab Khan, and Chief Inspector P. Grant.

It is interesting to note, as showing the growing strength of the Force, that the men drawn for the annual inspection represented but a fraction of the total strength of 2,047.

Upon his arrival, escorted by Captain A. O. Swayne, A.D.C., His Excellency received the general salute and, accompanied by the Inspector General, proceeded to inspect the assembled force. At the conclusion, the men were drawn up in the form of a hollow square before a table on which were medals and other marks of recognition for meritorious service.

#### Congratulations.

In presenting the awards His Excellency said:

"Mr. Wolfe and Members of the Hongkong Police Force: I congratulate you on another year of good work. The Colony has been fortunate in escaping any serious disturbances during the year, the worst crime being an individual case of murder, robbery and kidnapping by an armed band near Fanling. Although there has been a slight increase in the actual number of cases dealt with by the Police, very few could be regarded as serious crimes, and the year generally will be regarded as a peaceful one in the annals of the Police. For this satisfactory record the Colony owes much to the quiet and effective work of the Police Force under the able guidance of the Inspector General and his officers.

"There was evidence during the year that the menace of Communism still required the most careful attention, and I congratulate the Force on their success which attended its efforts in this important branch of Police work. It is essential that no efforts be spared to check the activities of those disruptive elements which seek to subvert the peace and good order of the Colony.

#### Public Confidence.

"I was pleased to hear that all ranks were showing continued interest in the First-aid and Life-saving classes. It is very satisfactory to know that 399 First-aid Certificates and 23 Life-saving Certificates were granted during the year, and I look forward to the time when every member of the Force will regard the possession of these certificates as essential to his efficiency. They afford a visible proof to the public that the Police Force exists not only for the apprehension of criminals, but as a very real help to anyone in distress, and they are of great assistance to the Force in gaining the confidence of the public. I wish the Force to bear in mind that their work will be greatly lightened if they have the ready co-operation of all classes of the community, and this they can only obtain when no man, however humble his status, is afraid to bring his troubles to the Police. You cannot reach this happy state of affairs without forbearance and self-restraint on the part of the Police. Rough methods therefore should be scrupulously avoided. I know how strong the temptation is to use force when the gentle art of persuasion seems to fail, but with all the influence at my command I urge you not to yield to this temptation. Make it your ambition to see that the Police Force of Hongkong is regarded as the friend of the people and particularly of the poor.

### EDUCATION AND COMMERCE.

THE QUESTION OF MODERN  
BUSINESS TRAINING.

The question whether a University education was necessary for success in commerce was dealt with by Prof. R. Robertson last night, in a comprehensive address entitled "Commercial Education," which was delivered in the Assembly Room of the Hongkong University.

Prof. Robertson said his address was not exactly in the nature of a lecture but more of a general talk on the subject of commercial education. Connected as the audience was with the University of Hongkong they should be interested in education, and as most of them were in the Law Society, they should be interested in commerce.

Business and other things had kept him very busy for some time, went on the speaker, with the result that he did not have very much time to go into the matter, and he asked to be excused if his remarks were not as deep as they hoped or expected.

The speaker said that at one time it was thought that education was not necessary for success in business. In a way that was true. Men with no education at all had been known to have reached the top of the ladder in business, but the supply of these men with inborn genius was not great enough for the present demand for trained men to fill responsible positions.

In the speaker's opinion, education was essential for success in business.

Prof. Robertson then went on to deal with the training of boys, dwelling at some length on the different grades of education, beginning from the elementary school and going on to secondary schools and universities.

Referring to the last-named, the speaker said the idea that a university existed to endow students with a general culture rather than with the essentials of a profession arose only a short while ago. Up to not very long ago, the universities at home were simply training grounds for three professions—Medicine, Law and the Church; so the idea that a course in commerce was an attack upon the foundation of university principles was not based on a very long tradition.

Prof. Robertson next quoted several authorities on the question of education.

At the conclusion of the address a hearty vote of thanks to the speaker was proposed and passed with acclamation.

and you will find the people will be ready to assist you in your arduous and often dangerous duties.

"Mr. Wolfe, I congratulate you on the smartness of your Force on parade to-day, and on the success of their efforts in the past; and I wish you all future success in the important duty entrusted to your charge of preserving law and order in the Colony of Hongkong."

#### A Presentation.

Opportunity was also taken to present Lieutenant-Commander Thomas Charles Stiff, R.D., R.N.E., with the Royal Naval Reserve Officer's Decoration. In making the presentation, His Excellency said:

"I have much pleasure in handing to you the Royal Naval Reserve Officer's Decoration, which has been awarded to you in recognition of your long and faithful service, including War service from October, 1914, to May, 1919, in the Royal Naval Reserve."

#### Police Awards.

The 3rd. Class Medal was awarded to Inspector A. N. Reynolds; for zealous, diligent work during the past two-and-a-half years, especially while acting as Chief Detective Inspector during the year 1929. He will complete 20 years services on 7th. April, 1930; has been three times commended by the Inspector General of Police, and was awarded the 4th. Class Medal in September, 1927.

The 4th. Class Medal was presented to the following:—

Inspector R. Lanigan, for long and faithful service. He joined the Force on January 6th, 1908, and so has over 22 years service. For the last 2 years he has been in charge of Police Searchers on the Water Front—a duty he has discharged with marked diligence and tact.

P. S. B44 Inder Singh, for long and faithful service. He joined the Force on 10th. November, 1904. He has been commended once in 1929 by the Inspector General of Police.

Principal Chinese Detective Lal Sui, for long and faithful service. He joined the Force on 29th. April, 1902; was transferred to Detective Staff on 29th. November, 1911. He has been 5 times commended by the Inspector General of Police.

Sergeant Major Tang Kai, for long and faithful service. He joined

### FRANCONIA DUE ON MONDAY.

A CRUISE OF NEARLY  
35,000 MILES.

The Cunard liner Franconia in the course of her seventh cruise round the world, will arrive here on Monday from Manila. There are 420 tourists on board.

Sailing from New York on January 11th the Franconia will cover nearly 35,000 miles in the course of her cruise which has been so arranged that the fortunate passengers who have made this splendid liner their temporary home for six months, will see all the lands and parts of call en route at their best, and at the height of the season.

In this way the Franconia arrived in the Mediterranean at the height of the fashionable winter season, with the French Riviera, Algiers and Cairo were at their gayest. She reached India during the "cool season" when conditions were ideal for inland travel. China is reached in early springtime, and Japan when the cherry-blossom dance is held at Kyoto. French Indo-China, a tropical paradise in the South China Sea, and Macassar in the Celebes, are among the places off the beaten track, which add a new sense of adventure and romance to this fascinating world cruise.

A 20,000 tons liner, the Franconia is one of the magnificent fleet of Cunarders. She has a length of 624 feet, depth of 45 feet and breadth 84 feet.

#### First Class Restaurant.

The first class dining saloon has all the atmosphere of an exclusive hotel or restaurant. A delightful colour scheme and a perfect system of lighting provided by crystal silver table lamps have been adopted. Small tables at which parties of friends can dine run throughout the room.

Other public rooms in the Franconia include a card room, a blue and gold drawing room furnished with comfortable settees and chairs for reading and special small tables for writing, and garden lounges which, enclosed by windows, overlook the sea. The decks of these lounges have been specially treated for dancing.

#### Private Suites and Bedrooms.

The bedroom accommodation of the Franconia is unusually luxurious and comfortable. There are a number of suites comprising sitting room, bedroom and bathroom, whilst there is a large number of bedroom fitted with magnificent beds, dressing tables, wardrobes and night tables. Before sailing from Liverpool last December many of the bedrooms in the Franconia were entirely redecorated, costly fabrics being used for the walls, replacing the previous painted hardwood panels. All the rooms are supplied with hot and cold running water, whilst many of them have private bathrooms adjoining.

The Franconia combines every known and approved hotel invention and improvement that will increase comfort and convenience and expedite service. She has a valeting service, hairdresser's salon, information bureau, circulating library, chocolate shop, a complete laundry, a hospital and operating theatre, printing office and electrical lifts. In fact nothing that a vast experience could suggest or that science could carry out has been overlooked.

ed the Force on 14th. June, 1901, and was promoted to his present rank on 1st. November, 1923.

Chief Engineer Class 2. Mok Kam (Water Police), for long and faithful service. He joined the Force on 30th. December, 1904.

Class 2 Engineer No. 20 Ju Shing, for long and faithful service. He joined the Force on 1st. July, 1904.

P. S. A63 O'Donovan was commended for efficient, zealous work in the investigation of activities of Communists in the Colony, during the past 1½ years. He joined the Force on July 8th, 1922, and was transferred to the Detective Staff in November, 1923. For over a year he has been at the head of the Squad dealing with Communism, and has put in much hard work and many extra hours of duty.

#### Watchmen's Medals.

District Watchman Medals were awarded to the following:—

D. W. Lung Chi—Commended once by the Police Magistrate in 1929 in connexion with a pick pocket case. Commended once by Mr. North, S.C.A., for good work in connexion with information about the activities of Chinese Politicians and other work of a confidential nature.

D.W. 34 Wong Ching Ki—For general good work during 1929 especially for his activity in arresting pick pockets.

D. W. 47 Cheung Chau—For being a consistent hard worker and especially for his work in reporting an unauthorised meeting of the Tea House Workers Guild which had been proscribed with the result that several of the officials were banished (C.O.S. No. 8 in 53/1929).

D. W. 99 Tse Kit—For being a hard worker and especially for good work in arresting pick pockets.

#### Belillios Bronze Medal.

Lo So, a seaman of the Star Ferry "Golden Star" was awarded the Belillios Bronze Medal and \$5 for saving the life of a Chinese man, named Chu Chun, 30 years of age, living on the second floor of No. 7, Lun-Fat Street. The incident took place on February 10 of this year.



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We have now received the latest Styles in Millinery, from London and New York.

Also—

### HAND-BAGS

Hundreds of Styles.

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Latest Modes from Paris.

### BATHING COSTUMES

New Styles New Colours.

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Fresh supplies of D'Orsay's Unique DANDY Perfume other D'Orsay perfumes, compacts, and toilet preparations.



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NEW CRETONNES  
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Estimates Gladly Given

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LOOSE COVERS AND CURTAINS.  
WORKMANSHIP GUARANTEED.  
INSPECTION CORDIALLY INVITED

FIRST FLOOR SHOWROOMS.

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#### SOBER ENGLAND.

SIR GEORGE NEWMAN  
ON ALCOHOL.

Sir George Newman, Chief Medical Officer of the Ministry of Health, giving evidence before the Royal Commission on Licensing, quoted figures showing the death-rates in England during the last three centuries, and pointed out that the highest rates were recorded between 1701 and 1791. After 1871 there was a remarkable decrease. The high rates coincided with a wave of alcoholic excess, mainly spirit drinking.

Lord Amulree (the Chairman): Generally speaking I notice that London shows a higher death rate than that for the whole of England. How do you account for that?

Sir George Newman: I should account for that by saying that life in the Provinces was more healthy than life in London. That difference does not exist to-day because.

Sanitation and civilisation generally have undergone a much greater degree of evolution in London than throughout the country during the last 150 years.

Probably the dietetic habits of the people are a greater factor in public health than anything else except heredity. Dietary has a more direct and quick result on the health of the people than any other element. I look upon heredity and what I shall call nature on the one hand, and nurture and way of living on the other, as the two fundamental factors that affect the health of the individual and the community.

Sobriety and Longevity.

Alcoholism, added Sir George Newman, rendered people more susceptible to pneumonia, venereal disease and tuberculosis.

I know of no scientific evidence, he continued, in support of the view that alcohol increases or fortifies the natural powers of resistance of the body to infective processes, or that alcohol directly strengthens the tissues of the body. Alcohol is narcotic rather than stimulant in action; and its main effects apart from the effects of its continued excessive consumption on particular organs, is exerted upon the nervous system. Its nutritional value is strictly limited and transient, and its habitual use as an aid to work is physiologically unsound.

It cannot be doubted that there has been an amazing transformation in the health of the people, for whom life is wider, better, and longer, and death is more remote. Undoubtedly, many health problems remain, but

The English people are becoming more sober, more healthy, and longer lived than in 1720-1750 or in 1838.

Sir George Newman then remarked: I have never known a highly skilled surgeon—and I have met very many from Lord Lister down to the present time—who has felt that, in operating on the living body, and having a body at the mercy of the skill of his fingers, he could do his work better by drinking alcoholic beverages. This does not mean that every great surgeon is a teetotaler, but they have to be abstemious.

Sir George further expressed the view that the limitation of opening hours for licensed premises had been conducive both to sobriety and to less broken time in industry. Compared with the Eighteenth Century, he declared, in spite of increased population, the emergence of vast industrial problems, and the varied "emancipations" of recent times, we have a relatively sober England.

#### RESTAURANT SCENE IN NEW OPERA.

RATTLING DISHES—AS ACCOMPANIMENT.

The American opera which Mr. George Antheil is writing, whether for the Metropolitan Opera House or not, will have as its scene a popular restaurant replete with tiled walls and floor with its accompaniment of rattling dishes.

The plot of the opera remains a mystery, but Mr. Antheil's friends say that the opera is strictly original and strictly American. The policy of silence is continued at the Metropolitan, although Mr. Otto Kahn is said to have commissioned Messrs. Antheil and John Erskine to write the work.

The news of the inclusion of the restaurant scene came from Trenton, New Jersey this being Mr. Antheil's native town. A friend there received a letter from Mr. Antheil asking him to send photographs showing the exteriors and interiors of typical popular restaurants.

Mr. Antheil in the "Ballet Mechanique" used everything from sledge hammers to cow bells. In his latest piece "Oedipus Rex" he employed eight pianos.

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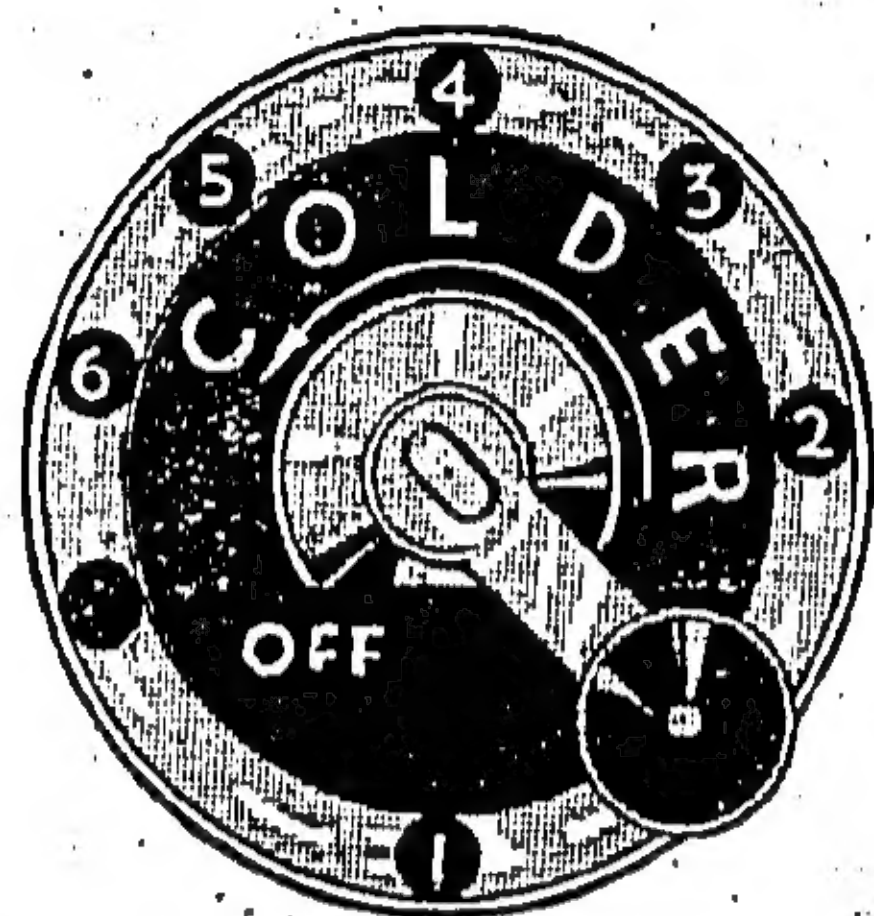
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### BRITISH TRADE.

#### WHAT THE RETURNS SHOW.

The outstanding fact revealed by the returns showing the direction of Britain's trade is the steady decline of our trade with the overseas Empire in the past three years concurrently with a growth of our trade with foreign countries.

This applies to both imports and exports alike, as may be seen from the following table:

|                        | 1927.       | 1928. | 1929. |
|------------------------|-------------|-------|-------|
|                        | £000,000's. |       |       |
| Imports:               |             |       |       |
| From Empire            | 368.7       | 363.8 | 360.3 |
| From foreign countries | 851.7       | 832.0 | 861.3 |
| From foreign countries | 251.7       | 832.0 | 861.3 |
| Exports:               |             |       |       |
| To Empire              | 326.7       | 327.7 | 324.5 |
| To foreign countries   | 382.4       | 395.9 | 405.1 |

It will be seen that whereas our imports from the Empire declined by £6,000,000 and our exports to the Empire by £2,000,000, our trade with foreign countries increased by £10,000,000 and £23,000,000 respectively.

A notable feature of our exports in 1929 as compared with 1928, was an increase of £11,500,000 in our exports to European countries, while those to the United States, Central and South America, and Asia all remained practically stationary. Of the increase in our exports to Europe, £8,000,000 was accounted for by coal alone, so that our manufacturing industries did not derive much benefit. In our trade with the Empire the whole decline in 1929, as compared with 1928, was due to India, who took nearly £6,000,000 less. On the other hand, we exported £1,000,000 more to the Dominions and £1,500,000 more to the Colonies.

(The above figures do not include re-exports, because these are of no importance from the point of view of the British producer, though, of course, they seriously affect our trade balance).

#### Imports.

On the import side the movement is somewhat similar. Our imports from Europe, mostly manufactured goods, increased by £19,000,000. Those from India declined by £1,500,000, while the Dominions also sent £8,000,000 less. This, however, was due entirely to a reduction of £8,000,000 in our wheat imports from Canada, which was compensated for by a corresponding increase from the Argentine. The Colonies sent us £6,000,000 more in 1929 than in 1928, of which £5,000,000 is accounted for by the growth in rubber imports from British Malaya.

Another noteworthy feature in our foreign trade figures is the unfavourable development of our trade with the United States, who increased her exports to Britain from £188,500,000 to £195,500,000, while she reduced her imports from £46,500,000 to £45,500,000.

All in all the variations in the direction of our overseas trade in 1929 as compared with 1928 are comparatively slight, but the tendency away from the Empire and towards foreign countries is one which will require a searching investigation by the Imperial Economic Conference when it meets later this year.

### INDIAN EXTREMISTS' RESIGNATION.

#### EFFECT OF LAHORE CONGRESS DECISION.

The Secretary for India stated in the House of Commons that as a result of the National Congress decision at Lahore, resignations of Congress members had taken place from the Central and Provincial Legislatures, and by-elections were held. The following table shows the number of resignations:

|                      | No. of Cons. No. of | Members, resignations. |
|----------------------|---------------------|------------------------|
| Legislature.         |                     |                        |
| Legislative Assembly | 34                  | 25                     |
| Council of State     | 9                   | 8                      |
| Madras               | 35                  | 15                     |
| Bombay               | 16                  | 7                      |
| Bengal               | 47                  | 38                     |
| United Provinces     | 22                  | 14                     |
| Punjab               | 1                   | 1                      |
| Burma                | 1                   | 1                      |
| Bihar and Orissa     | 35                  | 31                     |
| Central Provinces    | 17                  | 16                     |
| Assam                | 16                  | 10                     |

Asked as to the demonstration of ex-soldier Sikhs at Lahore, Mr. Wedgwood, in a written answer, states that the Government are always ready to consider ex-soldiers' grievances when made through the proper channels. During the past year many hard cases which did not come within existing regulations had been met with pecuniary assistance.



How delightful it is to sally forth feeling well groomed, well break fasted and well pleased with one's self and the whole world! Assuming that your tailor knows his side of the business Pinkettes will do the rest, for they keep the liver good tempered, the digestive apparatus alert, the spirits cheery, the brain clear. Of chemists everywhere, 60 cents per vial, Pinkettes, the dainty little laxative liver regulators, keep you well.

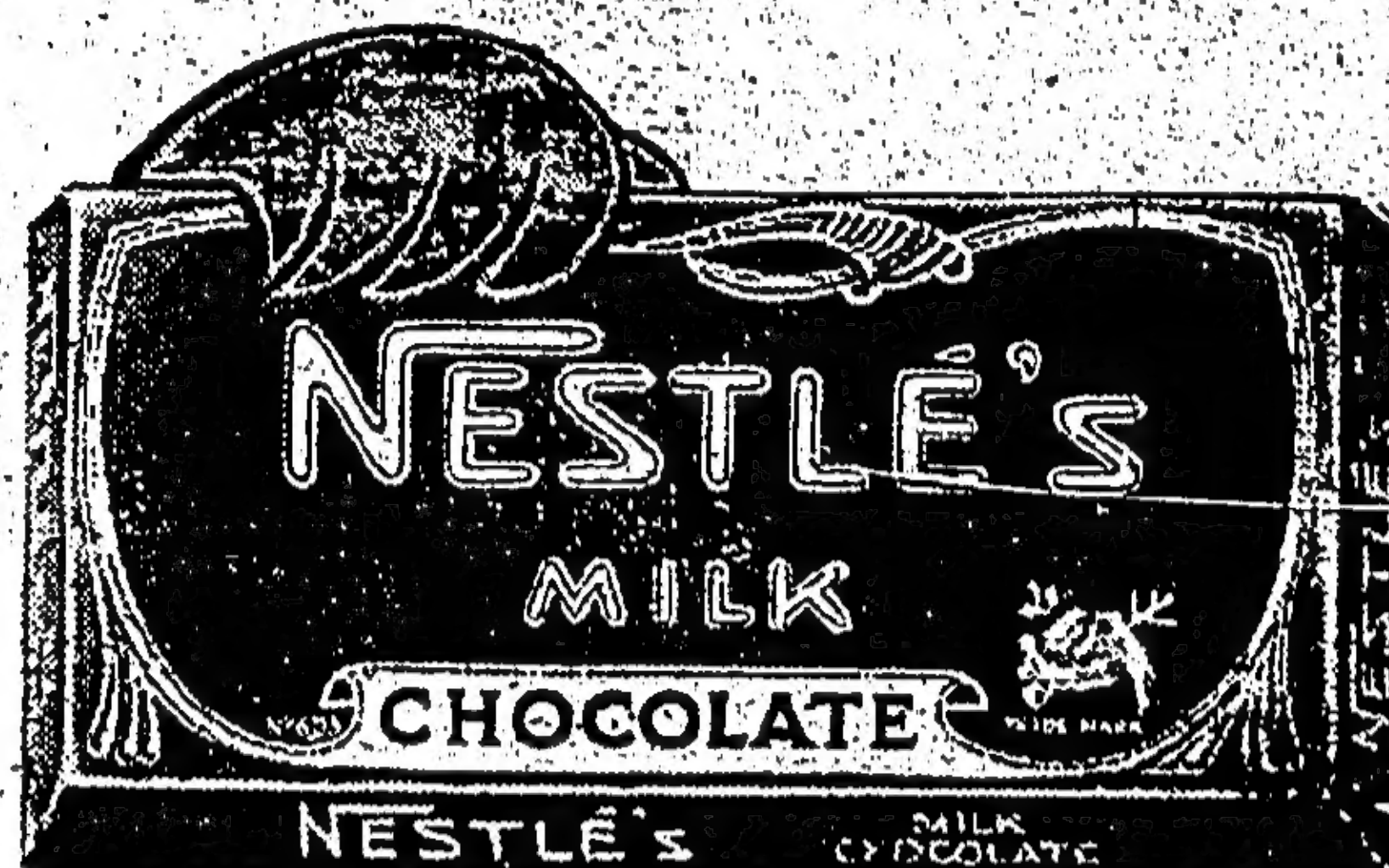
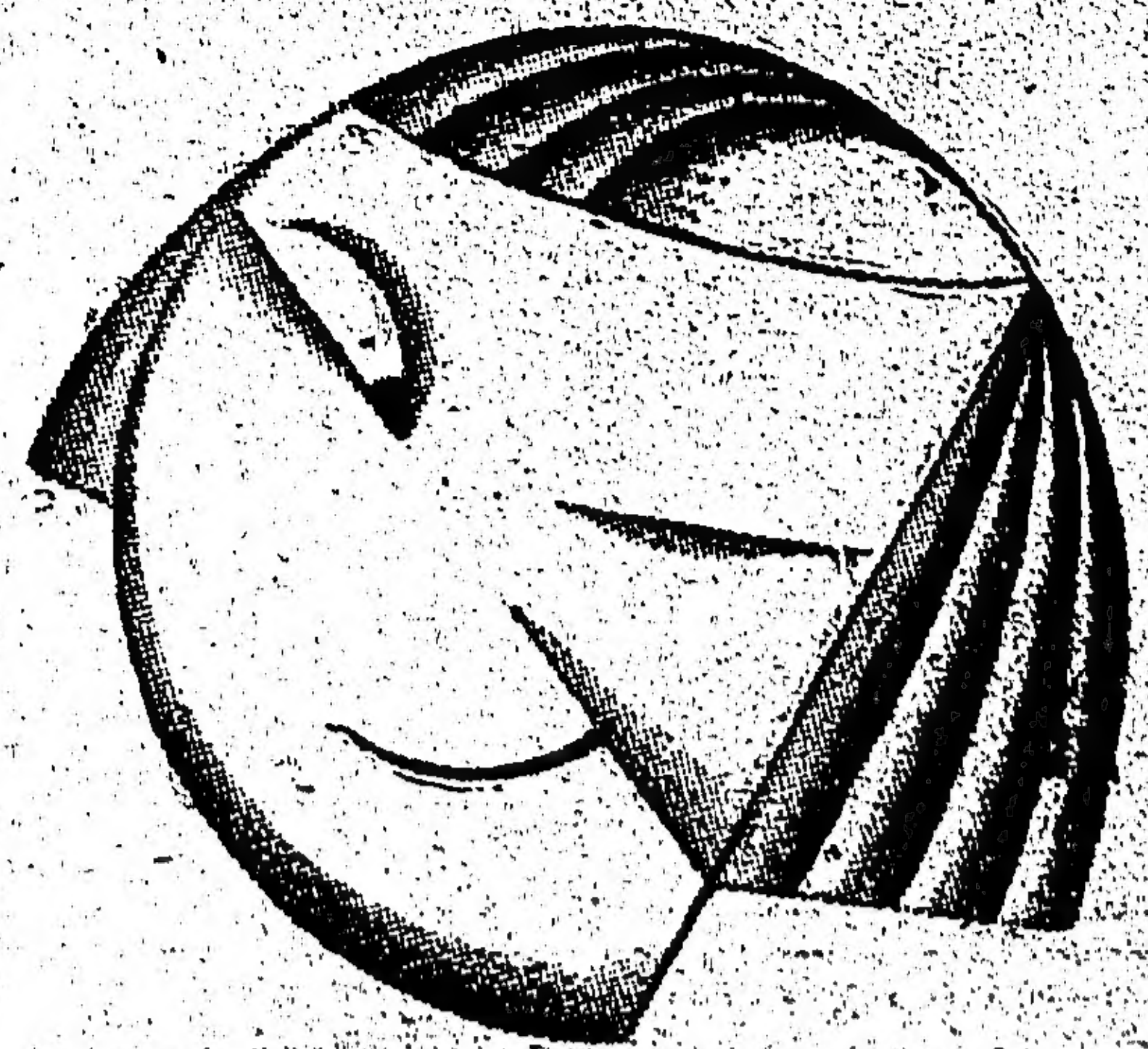
### CLOSING OF PRISONS.

#### HOME OFFICE CLEARS UP MISUNDERSTANDING.

The Home Office has issued the following statement: "The Secretary of State for the Home Department thinks it desirable to correct certain misunderstandings which appear to have arisen about the closing of prisons."

"The prison population has declined considerably in recent years, and 25 local prisons have been closed since 1914. The only prison to be closed shortly is the small prison at Plymouth. The reference made by the Secretary of State to the sale of unwanted prisons was to prisons which had already been closed for some time, and discontinued as such. So far as can be foreseen, there is little likelihood of any considerable number of prisons now in use being sold or closed in the near future."

"The Secretary of State said in Parliament recently that he would be prepared to consider an offer from a housing authority to purchase Pentonville prison, and he has also been approached by the Kent County Council with an offer to purchase Maidstone prison, but it is too early at present to say whether either of these proposals will fructify or what will be their ultimate effect on the total number of prisons in use."



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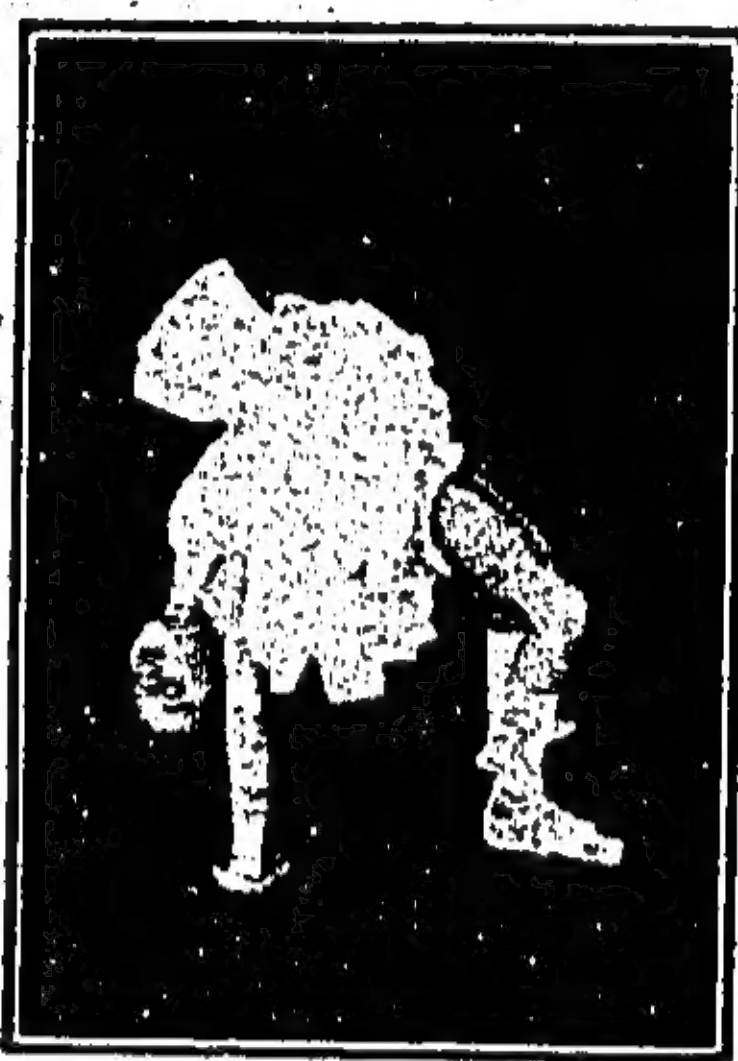
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## WOMAN'S WORLD FOR OUR LADY READERS.



### Responsibility.

#### CURES NAUGHTINESS.

"I shall make you a perfect," said the headmistress. "I believe that you are capable of better things than you have done."

"Of course, if you do not behave in a manner which befits a perfect I shall require you to hand back your badge at the end of term."

She had said this dozens of times to notoriously "naughty" girls as they became old enough to go into the Upper Fifth, and she never once had to take a badge away.

#### She is Original.

A naughty child is almost always a child of strong feelings and originality; the meek and passive ones are seldom naughty, and seldom become anything very striking when grown-up.

If you can supply a definite and useful object upon which to lavish the thoughts of an active and imaginative brain, you will find that most children will "rise" to the occasion. And if you show trust in a child when every one else shows disappointment and doubt, you will probably alter that child's opinion of herself.

#### Won't Let You Down.

Then she would rather be hanged, drawn, and quartered than let you down. For we are what we think we are, and if you succeed in letting her feel that you think that she is an entirely dependable person, that is her standard to live up to.

A girl guide who had two legs broken in an accident, and who was complimented on her pluck, said, "I am a guide." That was her standard.



At once youthful and sophisticated in its effect, this chic gown of cell blue satin owes much of its charm to the use of a narrow frill trim. Like all good gowns for dancing, it misses the floor—but not by many inches. With its daring originality and its graceful princess line, it is one of the smartest of Paris gowns.

### Importance of Relaxation.

[By Ann Moresby.]

The power of relaxing is one of the chief secrets of retaining beauty and youth. The women who have learnt how to relax their minds and the muscles of their faces and bodies are those who stay young and fresh-looking in spite of strenuous lives and more than their due of worry.

They can get more benefit from one beauty treatment than the woman who cannot relax will get from six—more rest from a ten minutes' siesta and six hours' sleep at night than other women from an hour in the afternoon, and ten hours later on.

People who cannot relax their muscles never get the full benefit from either exercise or rest, and are perpetually overtaxing their energies.

As we get older our muscles become less elastic, and it is therefore more than ever important to keep them as supple and as tractable as we can.

#### Child and Adult.

A child laughs, cries, and makes all kinds of faces; but its muscles are so obedient that all the lines formed by facial contortions are smoothed out immediately they are over.

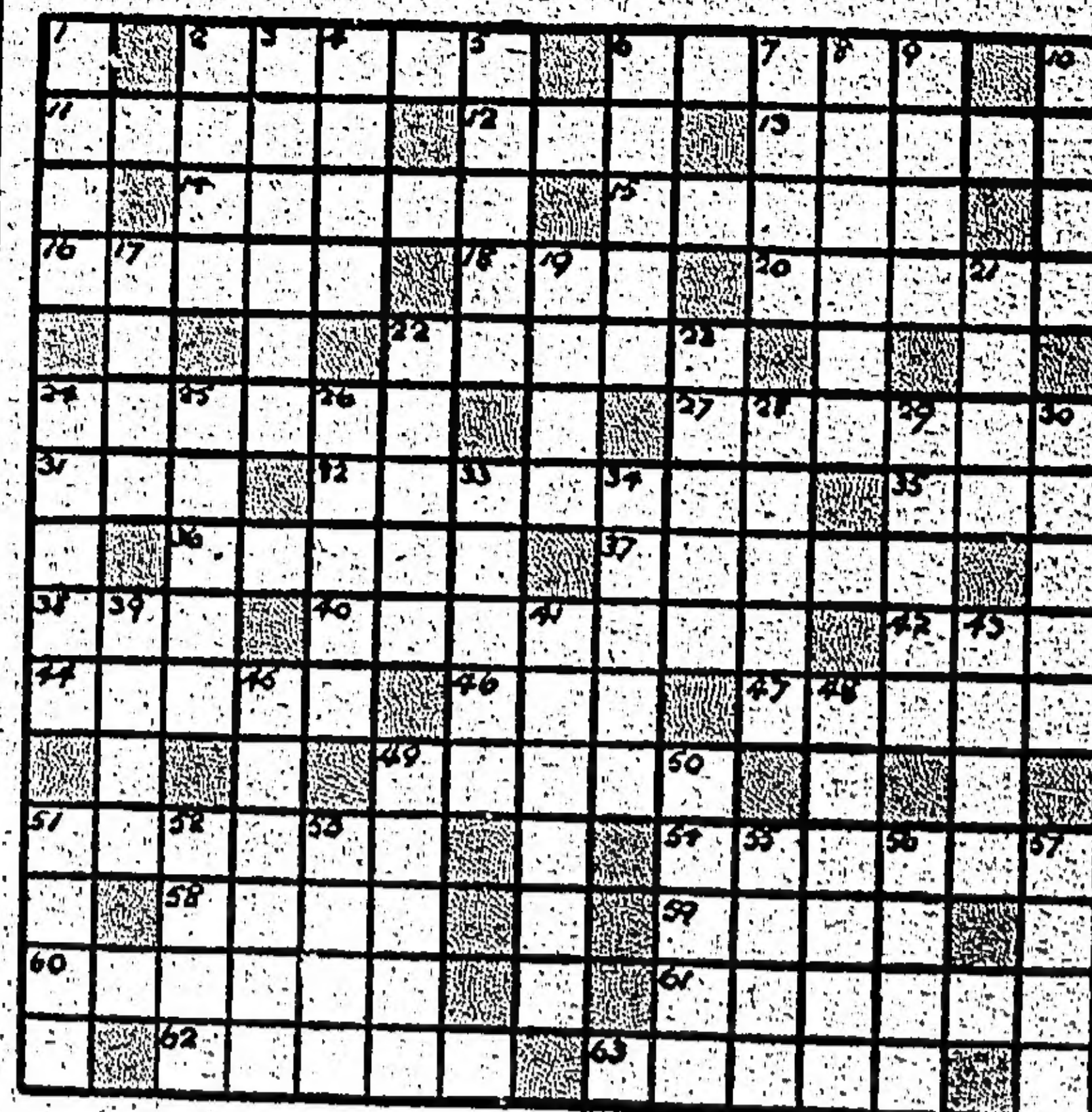
With older people it is different. A frown, a laugh, a screwing up of the eyes or wrinkling of the brows, is often held for some time after the emotion which caused it has passed. But if one makes a constant habit of frowning, smiling, and screwing up the eyes, and holding the position indefinitely, it is obvious that any lines one may have already will be intensified, and that one is well on the way to making new ones.

We all know people who always look worried, even when they have nothing in the world to worry about; and others who wear a fixed smile nearly all the time. Both expressions are meaningless and therefore the reverse of attractive, and both have a definitely bad effect on the face.

Learning at All Ages. The art of relaxation can be learnt at any age, by those who mean to acquire it; and there is no age at which it is not very well worth while. But many people, and especially those who are easily keyed up and live at high tension normally, may find it difficult at first.

Some will find certain kinds of music extremely helpful—a few, the reading of a much enjoyed passage in a favourite book, or even to be read aloud to. Others to concentrate on something very lovely that they have seen. Each to her choice—a little practice and more determination will bring satisfying rewards.

### OUR BRITISH CROSSWORDS.



#### Across.

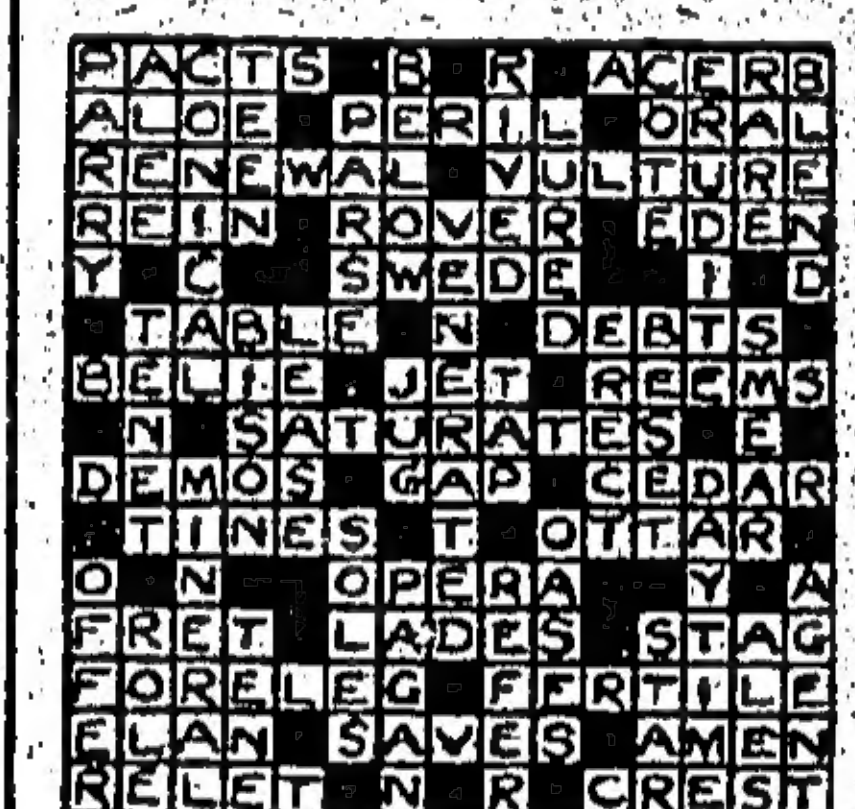
- 2 Walk.
- 6 Right.
- 11 Tenth part.
- 12 Weary.
- 13 Pair.
- 14 Bay window.
- 15 Fool.
- 16 Pertaining to the morning.
- 18 Tree.
- 20 In place of.
- 22 Scotch dish.
- 24 Effect.
- 27 Mental hospital.
- 31 Fusa.
- 32 Severest.
- 35 Devoured.
- 36 Elected.
- 37 Ogles.
- 38 Ago.
- 40 Barren.
- 42 Article.
- 44 Save.
- 46 Tun.
- 47 Apportioned.
- 49 Disease.
- 51 Sort.
- 54 Those who idle.
- 58 Quick.
- 59 Idiot.
- 60 Temper.
- 61 Glasses.
- 62 Full of seeds.
- 63 Edge.

#### Down.

- 1 Unit.
- 2 Young bullock.
- 3 Prisoner.
- 4 Guiding rope.
- 5 Keeping of masonic lodge.
- 6 Passes lightly.
- 7 Egyptians' sacred bird.
- 8 Foamy.
- 9 Destiny.
- 10 Horde.

- 17 Old.
- 19 Noisy.
- 21 Adjoin.
- 22 Brute.
- 23 Painters' stand.
- 24 Stone fruits.
- 25 Pertaining to a district.
- 26 Flural of this.
- 28 Horus.
- 29 Endure.
- 30 Eked.
- 33 Steward.
- 34 The best.
- 39 Rub away.
- 41 Gully.
- 43 Listen.
- 45 Leave empty.
- 46 Geometrical figure.
- 49 Eased.
- 50 Plunder.
- 51 A few.
- 52 News.
- 53 Island.
- 55 Worker.
- 56 Otherwise.
- 57 Waist band.

#### Yesterday's Solution.



### OPENING HARBOUR PIPELINE.

TO BE PERFORMED BY  
THE O.A.G.

The harbour pipe line will be officially opened on Monday afternoon when His Excellency the Officer Administering the Government will arrive at Queen's Pier at 3 p.m. and will be met by the Director of Public Works.

Mr. Henderson, assistant Director of Public Works in charge of waterworks, and his staff, will be presented to the Hon. Mr. Southorn who will then inspect the section of the harbour pipe line under Queen's Pier and open the wash out valve which will discharge the water obtained from the Shing Mun River.

After closing the wash out valve His Excellency and party will proceed, via Statue Square, to the top of Wardley Street at its junction with Queen's Road and will there open the valve connecting the cross harbour pipe line with the city mains.

The City Hall fountain, charged with Shing Mun River water, will be brought into play until His Excellency's departure at 3.30 p.m.

No individual invitations are being issued for the ceremony but members of the public will be welcomed both at the ceremony at Queen's Pier and at Wardley Street.

### CORRESPONDENCE.

#### A Refutation.

[To The Editor of Hongkong Telegraph.]

Sir,—With reference to the report which appeared in your paper regarding the proceedings in Bankruptcy in re Tsung Fu Kwong, a partner in the King Edward Hotel, at his public examination at the Supreme Court yesterday morning, when the debtor made certain allegations against my client, Mr. Leo D'Almada, Solicitor, as to accounts, my client desires to refute such allegations.

You will appreciate that, at the moment, it is impossible to deal fully with the matter, involving, as it does, certain correspondence with the Official Receiver. Nevertheless, it is desirable, in the interests of my client, to take this first opportunity to inform the public, through your paper, that accounts were rendered from time to time to the debtor and his partners and a final account rendered at the settlement.

In fairness to my client I shall be glad if you will be so good as to publish this letter in your next issue so that any misapprehension that may exist in the minds of your readers may be removed.

J. M. D'ALMADA REMEDIOS.

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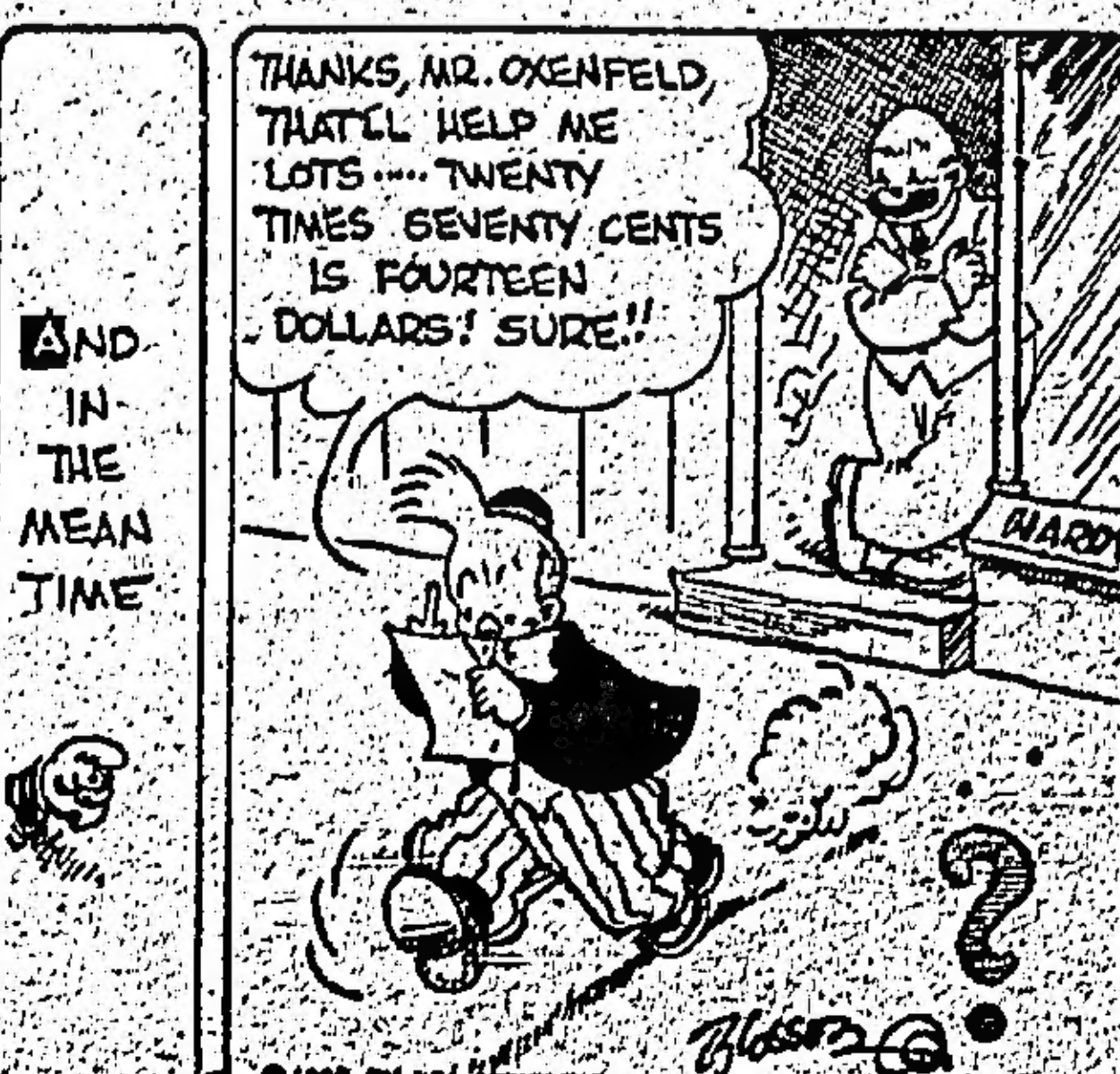
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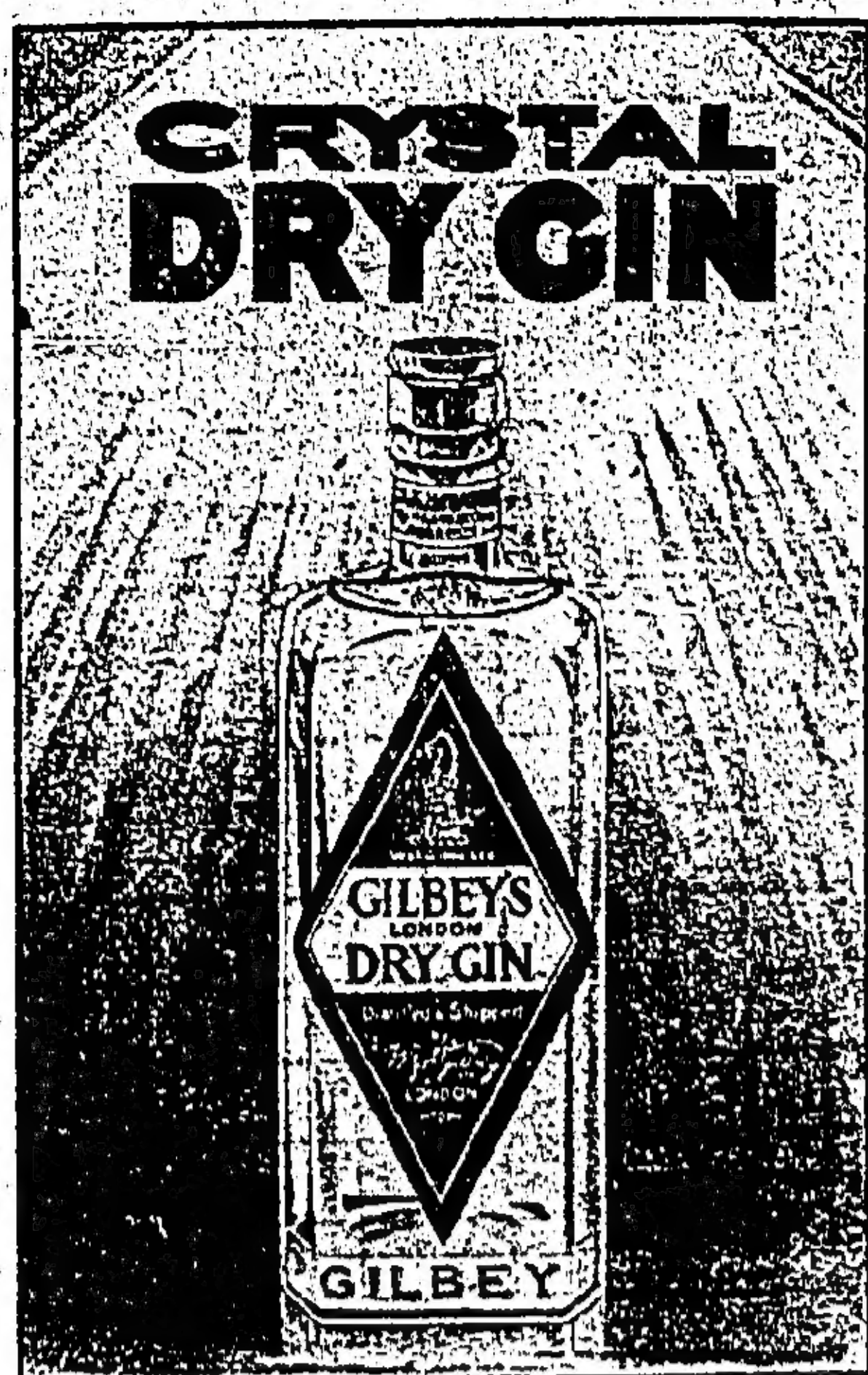
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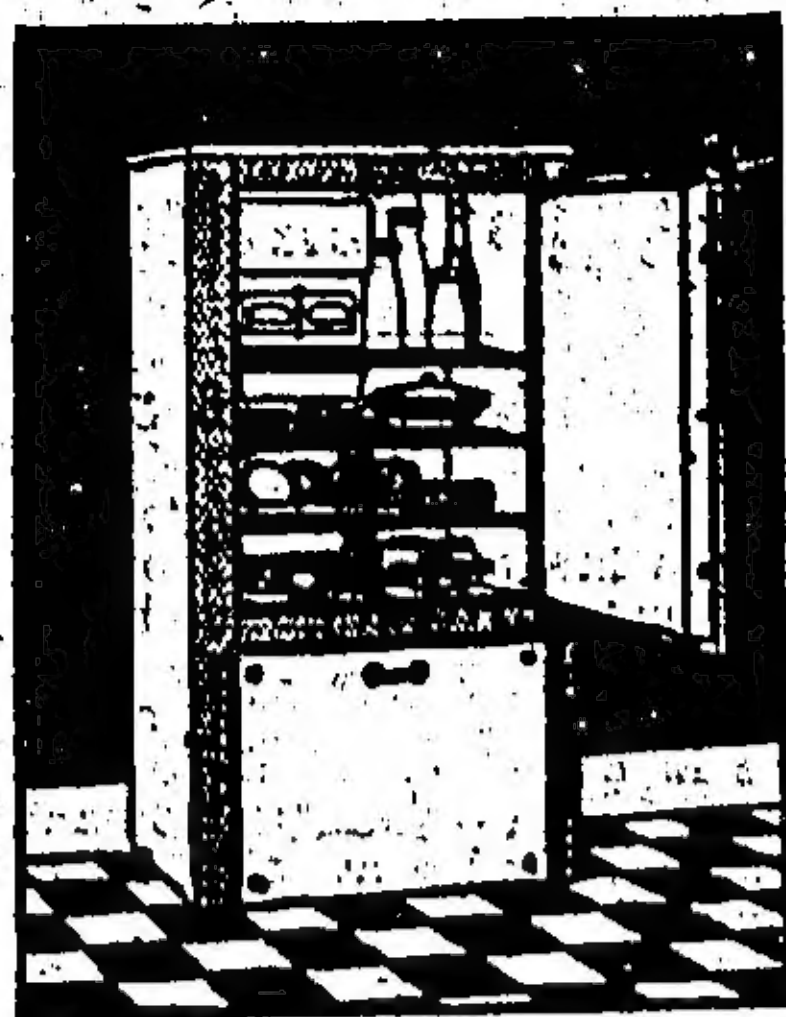
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## The Hongkong Telegraph

SATURDAY, MARCH 29, 1930.

### WHY THE ALARM?

Precisely what Mr. Winston Churchill fears when he envisages a Liberal-Labour combination twisting the Electoral Law into a form most harmful to Conservatives and Imperial interests, it would be difficult to say. The understanding which is believed to exist between the two progressive Parties strikes us as quite a natural political development, although at the moment it does not appear to involve anything more than an agreement by the Liberals not to obstruct Labour unduly until such time as the Naval Conference is over and the question of electoral reform is tackled. The Liberals apparently feel that if they can get some of the principal anomalies of our electoral system swept away, which seemingly cannot be done until late next year, they will be justified in keeping Labour in power until that time; then, should a dissolution take place, they feel they would be able to get a fairer representation in Parliament than is at present possible.

Where the "twisting" is likely to come in under such an arrangement, we cannot see. After all, even Mr. Churchill must concede the desirability of electoral reform. Indeed, his Party suffered from the defects of the present system at the last General Election, for with a quarter of a million more votes than Labour, it had to be content with twenty-seven fewer seats in the House. The Liberals, incidentally, were far more badly hit, for their 5,260,000 votes yielded them only 59 seats, compared with Labour's 287 seats for 8,400,000 votes. The truth, of course, is that from time to time, all Parties have been the victims of a system which does not give a fair reflection of the political feelings of the country. When the Labour Government took office last year, it was foreshadowed in the King's Speech that an examination would be instituted to bring the working of the law relating to Parliamentary elections into conformity with the new conditions resulting from the extended franchise. Later, Mr. Ramsay MacDonald intimated that the enquiry would include an examination of every factor, including the question of possible changes in the system of voting. The improper use

of huge central funds, as being liable to discredit democracy, was also cited as one of the points to be covered. It is clear, however, that what Liberals and Labour alike chiefly aim at is some method by which candidates for seats in Parliament will not be returned on minority votes, and we cannot see what possible objection Mr. Churchill or any other Conservative can have to action along these lines.

As we have indicated, the Liberal-Labour pact is at the moment temporary in character. It appears to have been arranged for a specific purpose. The point must not be lost sight of, however, that contact may lead to new and more lasting developments. Before the last General Election, it was suggested in Liberal quarters that whilst a three-Party tussle was inevitable, the best hopes for the future seemed to lie in an ultimate fusion of the main elements of the two Parties. In this connexion, it was hazarded that in due course an issue might arise which would again divide the nation along lines which roughly correspond with the normal cleavage of opinion, separating the Liberal from the Conservative and the progressive from the reactionary. In that event, there would be a reversion to the two-Party system. It is pertinent to consider whether that time has yet arrived. On the fiscal issue, the division of Parties is clear. Mr. Churchill realises this when he talks of a Liberal-Labour combination working the "Dear Food" cry for all it is worth. It remains to be seen whether unanimity of outlook on this question will in course of time lead to a more broadly-based and lasting alliance, eventually culminating in fusion.

### Rising Naval Hopes.

A concession has been made to the Armed Security fetish and the London Naval Conference has received a new lease of life. It is morally certain that a Five-Power Agreement, backed by a political understanding, will now emerge. The details have not been worked out, but the principle has been accepted. The highest hurdle has been cleared. There remains only one of any consequence ahead, the finding of a formula which will represent the middle course between a purely consultative pact and a pact containing military guarantees. America's tradition denies any hope that she will be drawn into an understanding involving her military assistance in time of war. Equally it is clear that the British Government, having authorised drastic cuts in all directions in naval armaments, cannot at the same time add to its international obligations. The most likely event is the conclusion of a consultative pact, containing within it, a Mediterranean Agreement between Britain, France and Italy, going a long way towards satisfying French demands, without committing Great Britain to steps which would not be required under the Covenant of the League of Nations. And such is the difference in the mentality of the British and French approaches to pacts, protocols and agreements, that an understanding on these lines is almost certain to be satisfactory to France. The British Government having signed the Peace Pact, and agreed never to go to war, being a member of the League of Nations, and obtaining strong guarantees under the Covenant, is content with the security afforded. France in a similar position politically, recognises the security thus guaranteed, but is not content. Her history has taught her to be cautious and she is always ready for more evidences of security. A Mediterranean Pact may, in effect, do no more than cover old ground, but it will be a further confirmation, down in black and white, and her wish will be gratified. Thus do we see the present situation, and while it is obviously an unnecessary complication, there is no reason why the delegates should not go ahead when such a

### DAY BY DAY.

TRUTH CAN NEVER BE ASCERTAINED WHEN ALL DISCUSSION IS REGULATED BY THOSE WHO HOLD THE REINS OF GOVERNMENT, TO WHOM THE DISCOVERY OF TRUTH IS NOT ALWAYS ACCEPTABLE.—Lord John Russell.

A bankruptcy notification states that a first and final dividend of \$8.50 per cent. has been declared in the case of the Hing Loong Firm, knitting merchants, of 23, Cheung Lok Street, Yaumatei.

It is notified that a fourth dividend of \$15 per cent. has been declared as being payable to creditors in the matter of the Hongkong Development, Building and Savings Society, Ltd. (in liquidation).

His Excellency the Officer Administering the Government has been pleased, provisionally and pending instructions from the Secretary of State for the Colonies, to recognise Mr. Harold Shantz as in Charge of the Consulate General of the United States of America in Hongkong.

The name of Dr. George Lee, of 46, Robinson Road, is added to the list of medical practitioners. Dr. Lee, who spent part of his training at St. Thomas' Hospital, is a Member of the Royal College of Surgeons (England) and a Licentiate of the Royal College of Physicians (London).

The staff and pupils of the Quarry Bay School are holding a Spring Festival on Wednesday April 16, 1930, at 11 a.m. By the courtesy of Mr. K. E. Greig, a launch will be available to convey visitors from Murray Pier to Tai-koo at 10.20 a.m. and this will return from Tai-koo shortly after the end of the Festival. A bus also leaves Blake Pier at 10.20 a.m.

After a long and painful illness the death has occurred at her home, Boulderwood, Woking, of Mrs. Brown, wife of Mr. W. S. Brown, who, until his retirement some few years ago, was for many years secretary of the Hongkong and Kowloon Wharf and Godown Co., Ltd. The cremation took place at St. John's, Woking, on March 1, and was attended by, among others, a number of Hongkong friends of the deceased lady and her bereaved husband.

### EXCHANGE RATES.

|                  | London, Mar. 28. |
|------------------|------------------|
| Paris            | 124.26           |
| Geneva           | 25.13 1/2        |
| Berlin           | 22.37 1/2        |
| Oslo             | 13.13 1/2        |
| Helsingfors      | 13.37 1/2        |
| Amsterdam        | 12.12 1/2        |
| New York         | 4.68 1/2         |
| Stockholm        | 12.05 1/2        |
| Vienna           | 34.54 1/2        |
| Madrid           | 34.54 1/2        |
| Bucharest        | 12.18 1/2        |
| Bombay           | 15.13 1/2        |
| Yokohama         | 24.37 1/2        |
| Brussels         | 34.87 1/2        |
| Milan            | 32.60            |
| Copenhagen       | 18.16 1/2        |
| Prague           | 10.12 1/2        |
| Lisbon           | 102.80           |
| Rio              | 5.25 1/2         |
| Shanghai         | 1.11 1/2         |
| Silver (spot)    | 1.12 1/2         |
| Silver (forward) | 1.13 1/2         |

—British Wireless.

### "AND SO TO BED."

#### FINE PERFORMANCE LAST NIGHT.

The Amateur Dramatic Club scored another triumph before a "capacity" house at the Theatre Royal, last night, when they gave another presentation of "And So To Bed." The whole cast, obviously inspired by their earlier successes during the week, gave of their best, and the whole play went with a fine swing. The principals were excellent and made the most of the author's clever and witty lines, whilst the staging and costumes left nothing to be desired. We would draw our readers' attention to the announcement made by the A.D.C. that owing to the great demand for seats for the final performance to-night, arrangements have been made to reserve a further two rows of stalls.

big achievement is contingent. We have always desired the simplicity of a Five-Power Agreement, reducing as well as limiting the world's principal navies, but it is the simple things in this life that are frequently so difficult to obtain.

# The Return of Eunice.

By Elinor Slim.

## CHAPTER VII (Continued).

Kuttle's plan would do him a bit of good and help to counteract Mrs. Lockhead's distinctly nasty remark. It would give his wife an idea of how he had been spending his time.

Of course it would be quite a wrong idea, but that wouldn't matter so long as no-one gave him away. Just by accident three months before, a catalogue of seeds had arrived at the office from Messrs. Buttons of Reading addressed to his predecessor. Kuttle opened it, as usual, intending to send it on with a note saying "Opened in error" if it was anything personal, and seeing what it was, experienced a great rush of brains to the head. He had an idea.

He knew nothing about flowers except the night-blooming Cereus which a friend had given him years before in part payment of a mess bill, but a reputation for having a safe and respectable middle-aged man's hobby like gardening, would count for a good deal with his wife when she returned.

It would certainly be worth spending ten bob on he thought, so he went through the catalogue and ticked off just a sufficient number of sixpenny packets of seed to make up ten shillings with postage, and sent off the order. The seeds arrived, and were planted. They came up, and now Kuttle discovered to his own surprise that after all he was really getting quite interested. But Eunice could not control her patience any longer and hustled him up the steps to the house. A hasty look round showed that except for fallen plaster from the ceilings the place was intact, but the need for a woman's hand in furnishing the rooms and making them comfortable was obvious.

The sitting room which they entered first had two large basket chairs one on each side of the empty fireplace and five small chairs round a plain deal table. No cushions, no curtains, no pictures. The only ornaments were a silver framed photograph of Eunice and a Tobacco jar, both on the mantel piece. The photograph was a very flattering one and looked rather too conspicuous. Eunice wondered whether it had been put there specially for her to notice on her arrival. In the bedroom were two small beds and a wardrobe. The whole place was dark and desolate, and Kuttle who was watching the expression on his wife's face saw that she was disappointed and went out quickly. He called from the back verandah "Come and look at the back garden dearest."

In the back garden were the banana palms her husband had written to her about, but the greater part of the space was occupied by a large bare patch surrounded by a bamboo fence. This was evidently where Alphonse, the goat, had been confined. A clothes line stretched between two posts lay flat on the ground and along it were heaps of clothes, now wet and dirty. They did not look like Kuttle's and Eunice wondered whether the wash amah had been up to any of the usual tricks and had been running a private laundry, with her husband's materials.

"Do you use much soap in a month?" she asked him. He looked blank. "I mean for washing clothes," she added.

"Search me," he answered, "but never mind that now. Here are the servants." A small group of rather frightened looking Chinese appeared at the top of the staircase. Kuttle introduced them briefly as cook, boy, coolie and wash amah. "Where's the gardener?" he asked. "He goes looksee his house all right," said the boy, who was spokesman. "Bimeby he come." "Everyone all right? No man makes die?" "Yes, master. All right now." Eunice set them all to work at once clearing up the mess made by the fallen plaster. They were relieved that their master had survived the awful experience of the afternoon, and worked well. Eunice was pleased. It was nice to be in a house of her own again, with servants at her beck and call. She felt settled and as if she really belonged somewhere. This was her home.

But in the bedroom she found Mrs. Lockhead sitting forlornly on one of her boxes. "I should like a cup of tea," the old lady said fretfully. Kuttle came in at that moment. "Yes, so should I. Let's all have a nice cup of tea." So the boy had to be taken away from his job to prepare tea for them, and Eunice's mood of contented activity, or rather contented supervision of other people's activities, gave way to one of irritation. "That was just like a husband, always ready to interrupt. She knew that he did not really want a cup of tea. He was just trying to please old Mrs. Lockhead. What are we going to do with her?" she whis-

pered to him. "Oh, she'll be all right where she is, pro tem," he replied. "I've sent an S.O.S. to Mrs. M'Clusky to see if she can take her over. She's fond of doing the Good Samaritan."

A few minutes later, M'Clusky himself came in to enquire how Kuttle and Mrs. Lockhead fared, and gave them what little news there was. Not much damage had been done in the town as the buildings were, in the majority of cases, one storey structures, and where they had fallen down, had caused few casualties. The danger had been that fire would break out and spread, and as a matter of fact several small fires had started. Fortunately, the heavy downpour that followed the earthquake had effectively extinguished them.

Otherwise, the damage done and the number of lives lost would have been very much larger. Nothing could have prevented a holocaust, the only fire-fighting appliance in the town being a hand pump presented to the community years before by a wealthy Chinese merchant.

M'Clusky refused tea, but stayed on to wait for his wife who was calling in at the Club before coming to see the new couple.

She was the Chairman of the Club Ladies' Committee and wanted to see how the Club had stood the shock. She took her responsibilities seriously. It appeared from what M'Clusky said that the foreign houses had sustained far more damage than the Chinese, and he had a theory that this was because they were on the hillside and were built on the rock. The Chinese houses on the lower levels were built on clay, and according to him, this clay acted as a buffer and preserved them from the full force of the shock.

Kuttle who knew that M'Clusky was fond of his little theories, cordially agreed, but Mrs. Lockhead who had up till then shown no interest in anybody or anything, immediately contradicted him and said the theory was nonsense.

M'Clusky wisely refused to be drawn into an argument with anyone who had been in China as long as the old lady. He knew that the only thing to do with these old China hands, especially when they are of the gentler sex, is to humour them, so he winked at Kuttle who was opening the wardrobe and said to Mrs. Lockhead, "Yes, I think after all, perhaps you're right." (To be continued next Saturday.)

## A BIG JAPANESE FIRE OUTBREAK.

MANY PUBLIC BUILDINGS DESTROYED.

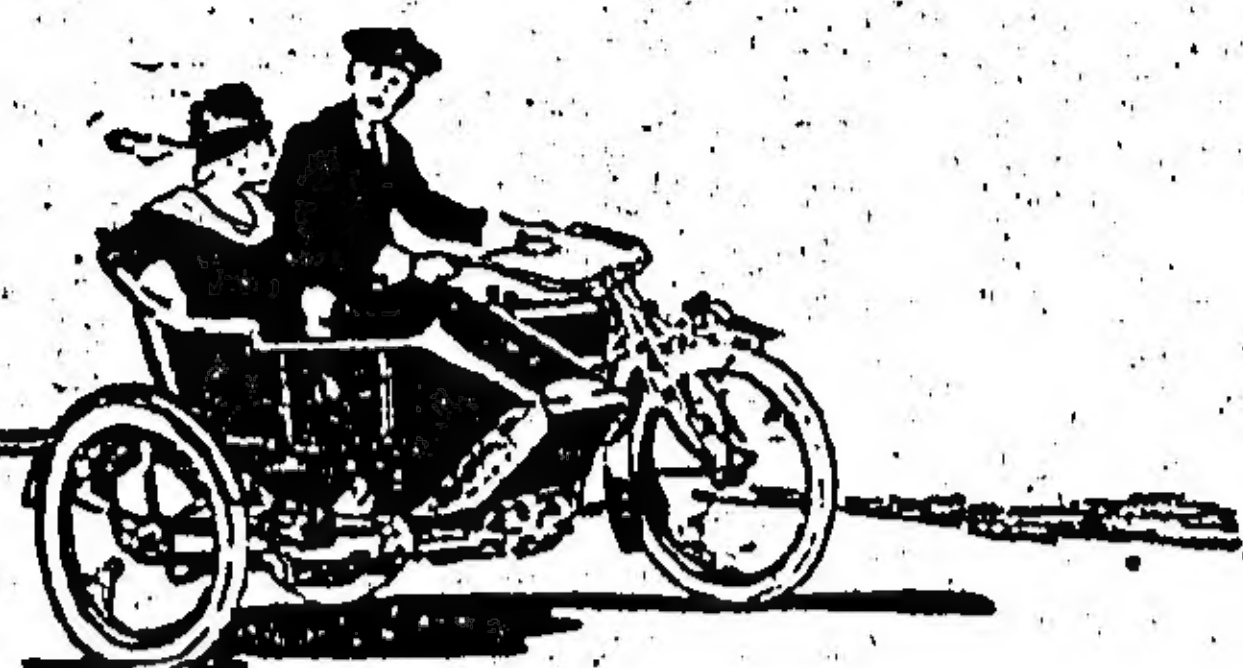
Tokyo, Mar. 28. Approximately 700 buildings, including a Police Station, some Primary Schools, and other public buildings were destroyed by a fire which broke out early this morning at Komatsumachi, in Ishikawa Prefecture. The damage is estimated at a million yen. One fireman was killed and three seriously injured owing to the overturning of a fire engine. The Town Hall is still burning but the fire is now under control.—Reuter.

## WHO WAS ZULIEKA DOBSON?

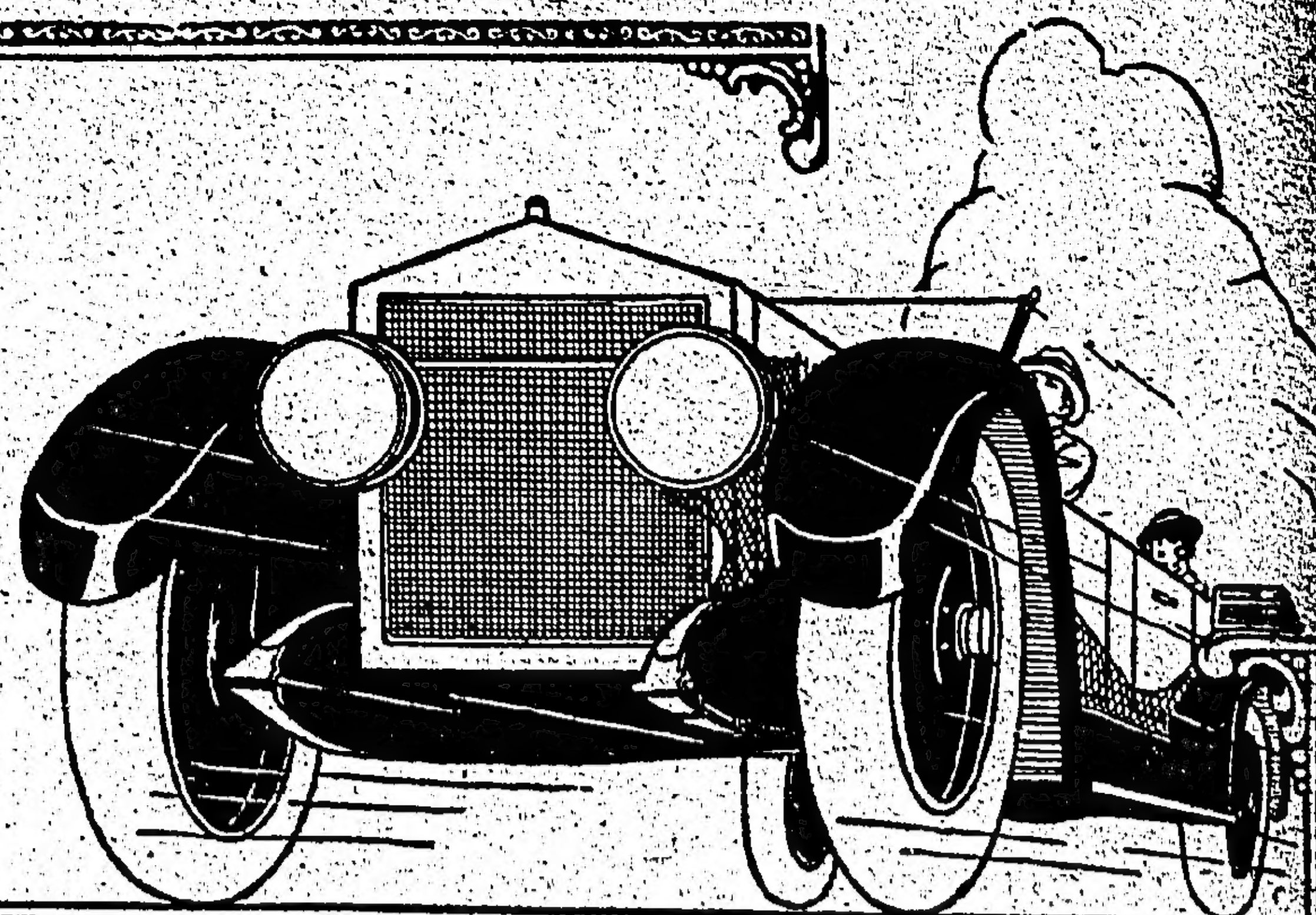
As a critic has remarked, "You all know Miss Dobson, but not personally, or you would not be here now." She is the heroine of Max Beerbohm's superbly-written fantasy which bears her name, a work packed with wit and charm and mythological allusions. Zulieka is a fascinating creature, a fatally fascinating one. The havoc she worked on the impressionable hearts of the youth of Oxford, was devastating. Eight weeks saw all the undergraduates except one seeking a watery death in the Isis for unrequited love of her. Having abandoned Oxford of its students, Zulieka's next anxiety was for fresh worlds to conquer, and she promptly turned up in Bradshaw at the page marked "Cambridge." Between the two towns there proved to be no direct service, so she ordered a special train to start first thing next morning. Fortunately for Cambridge, it was spared a visitation for the author, intervening at this point, brought the story to a close.



# MOTORING SUPPLEMENT



OF  
THE HONGKONG TELEGRAPH  
SATURDAY, 29th MARCH, 1930.  
Being The Official Organ of  
THE HONGKONG AUTOMOBILE ASSOCIATION.



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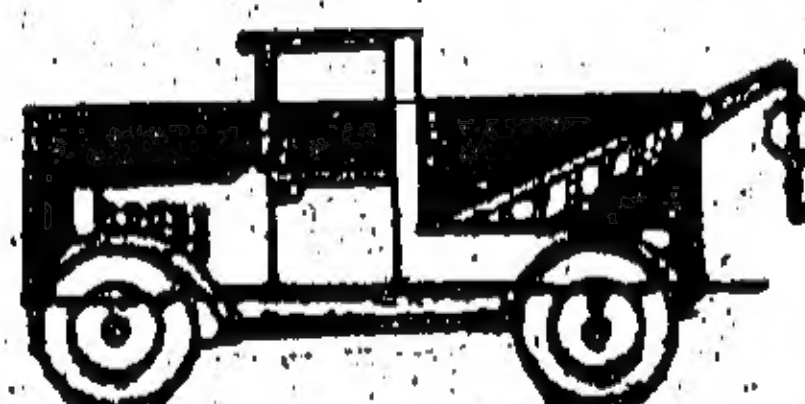
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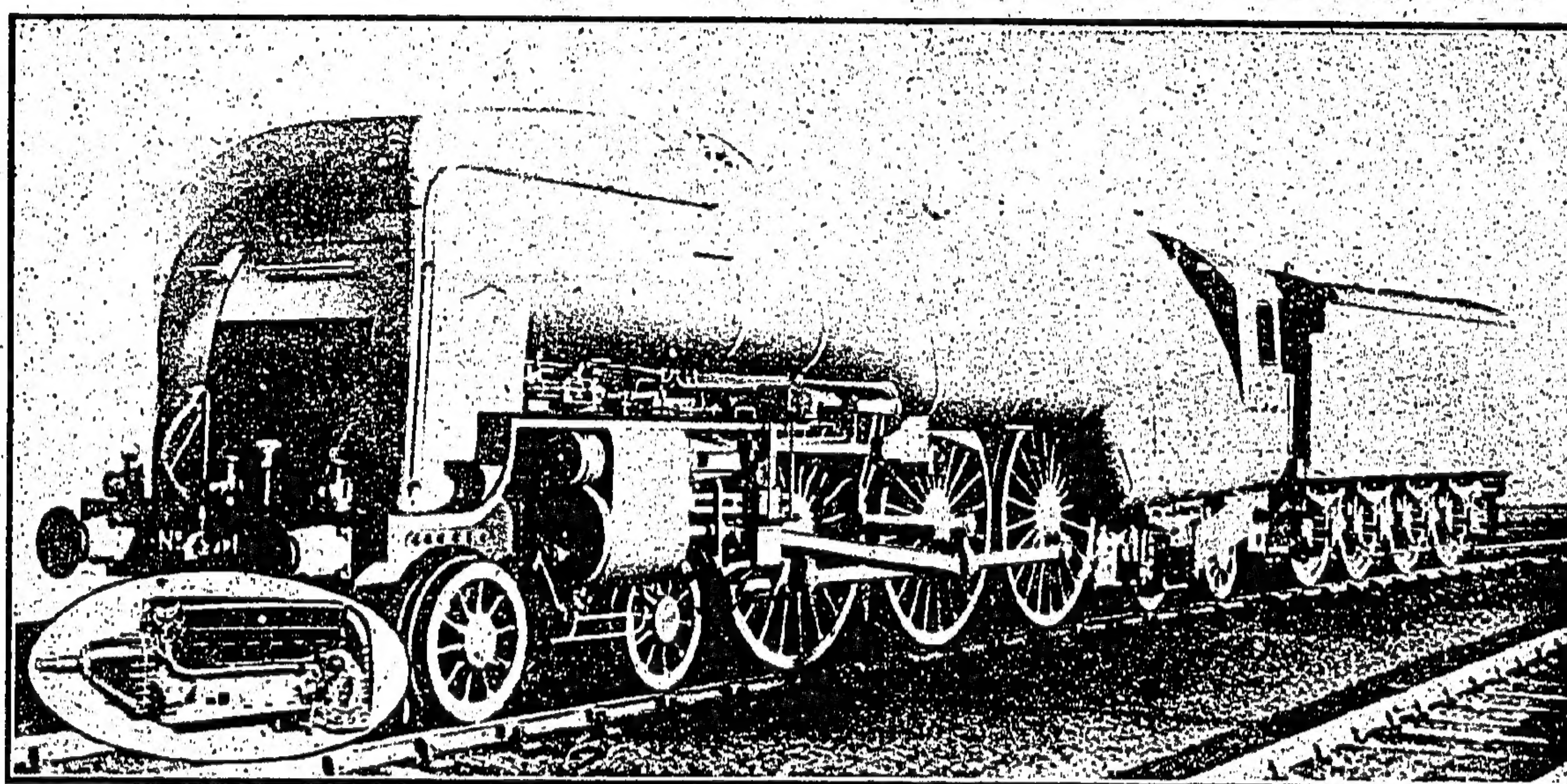


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NIX 1915! REFINISHED  
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AS WELL AS THE NEW  
FORD SHADES.  
Arabian Sand, Dawn Grey, Niagara  
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## PRE-EMINENCE OF BRITISH AIRPLANE ENGINES.



The occasion last week of the arrival by air at Hongkong of Mr. Van Lear Black, a wealthy American newspaperman, served as an opportunity for his chief pilot, Mr. J. B. Scholter, to make some critical remarks to a local reporter about British Air Services. The above photograph (exclusive to the Hongkong Telegraph) comes at an opportune moment, giving as it does, ample indication of the pre-eminence of British airplane engine construction.

The picture shows a Rolls-Royce aero engine, such as won the Schneider Trophy Race in 1929, compared with the latest express engine of the London and North Eastern Railway. Although the horse-power developed in each case is approximately the same, over 1,900 h.p., the locomotive is no less than 200 hundred times as heavy as the aero engine, which has the truly remarkable power weight ratio of 0.805 lb. weight per h.p. (under one lb.).

Length 357.7 m.p.h. was obtained during the seaplane's attack on the world's record, the engine was not run under the best conditions for maximum speed and the propeller used was not able to absorb the full power of the engine. Had

Length 357.7 m.p.h. was obtained during the seaplane's attack on the world's record, the engine was not run under the best conditions for maximum speed and the propeller used was not able to absorb the full power of the engine. Had

|        | Aero Engine | L.N.E.R. Locomotive. |
|--------|-------------|----------------------|
| Length | 30 inches.  | 75 ft. 3 ins.        |
| Width  | 30 "        | 9 ft.                |
| Weight | 1,530 lbs.  | 166 tons             |

## CURRENT COMMENT

### Road Improvement.

Useful work is being carried out along Queen's Road, Central, where the side-channels are being raised in order to give a wider traffic space. The old channels are a legacy of old times when the ricksha and chair formed the ordinary means of conveyance, but with the ever increasing motor traffic through this busy route, it has been found advisable to widen the road by this means. A very great improvement is being effected, and Queen's road has now been treated in a similar manner to other less frequented thoroughfares which were modernised some considerable time ago.

### Baby Cars.

There is still a very considerable demand for "baby" cars, and it is indeed unlikely that they will ever lose the great popularity won. In Hongkong they are especially useful, and it is probable that many owners of larger vehicles will provide themselves with one of the smaller types for use during business hours. The famous little Austin "Seven" has proved a wonderful little vehicle in the Colony, and the value is reflected in the high prices secured for second-hand cars. Another British small car is to make its appearance shortly, and that too, the well-known little "Jowett," is sure to live up to the good name it has created in Europe. The first of these are due to arrive in the Colony on April 17th.

### 400 Thornycrofts.

One of the most interesting orders received this year for Thornycroft vehicles has been placed by a foreign railway company for a fleet of the latest types of six-wheelers.

This Company has been much impressed by the possibilities for the commercial development of districts beyond their railway lines by the provision of road motor transport operated in conjunction with their railway services.

## CORROSION STOPPED.

### Aluminium Protector.

One of the disadvantages of using aluminium for engine and car parts, and specially for marine work, is its susceptibility to corrosion. A method of protecting aluminium and other magnesium alloys has been devised by an Englishman.

The metal to be treated is immersed in a bath of chemicals without electrical current, as in plating. By this method, known as the Panalumin process, metallic compounds penetrate the surface of the alloy, and combine with it so that the coating is not detachable. The treatment is said to be inexpensive.

### CONQUERING 'BUSES.

The tramway systems in Gosport (Hampshire) and Burton-on-Trent (Staffordshire) closed down recently and were replaced by 'buses.

The outstanding example of this is, of course, that of the Union of South African Railways which acquired a fleet of Thornycroft vehicles some five years ago and have repeatedly added to them until to-day they are operating some 400 four- and six-wheeled Thornycrofts, equipped with special bodies accommodating both passengers and freight and operating regularly on routes which now total over 10,000 miles annually.

### Motor Buses.

Motor buses have certainly proved their worth in Hongkong, and the public is well served both on the island and over on the Mainland. Regular travellers on the Hongkong side will be interested to know that the Hongkong & Shanghai Hotels, Ltd., have decided to issue interchangeable season tickets for the Tai Hang-Kennedy Town and University routes. The new scheme comes into effect as from April 1st.

## BIGGEST BUYER.

### Australia's Position.

### U.S. NOVEMBER EXPORTS.

Last November Australia bought 1,570 cars from America and filled the first place in the U.S. export market list.

Argentina, a close second, absorbed 1,502, while Mexico, always a big buyer, came third with 1,299. British India is also in the list of countries whose purchase of cars ran into four figures, as 1,101 cars found a sale there.

This is a big step up for Australia, for, in the previous month, she filled third place. Argentina also purchased more cars and was only in fourth place in October. A drop of nearly a thousand explains the position held by Mexico in November as in the previous month she was the second biggest car buyer.

That the demand for American cars is still existing in England is shown by the import of 563 cars while New Zealand imported 435.

Australia was also the most important market for American trucks in November, with 2,980 trucks, or nearly three times the number shipped during the previous month. Argentina, the leading truck market during October was second in importance in November and bought 1,076, while British India with 1,012 trucks was in third place. The United Kingdom absorbed 892.

### ROAD LEADER.

New Jersey, with 8,148 miles of surfaced and 7,053 miles of unsurfaced roads, has more miles of improved roads per capita than any other state in the country.

### PEDESTRIAN SIGNALS.

It is probable that the "pressure" traffic signals, operated by pedestrians, will be tried in London. They were first introduced in Manchester.

## AUSTIN FEAT.

### 60 M.P.H. on Dirt Track.

### SIX HOURS' RUNNING.

On a dirt track of only a mile and a quarter circumference at Auckland in New Zealand, a British Austin Seven recently put up an amazing record by averaging a speed of 60 m.p.h. for six hours. The car, a supercharged model of the same design as raced by the Austin Motor Co. in the 1929 Dublin Grand Prix and the Ulster T.T., stood up perfectly to the gruelling conditions.

Phil Seabrook and R. Grierson plotted the little car to this remarkable victory.

Despite the fact that the Austin Seven has secured over a thousand victories on road and track since it was introduced to the public some seven or eight years ago, this latest achievement must be conceded to be at least among the most brilliant of Austin performances. To maintain such a speed on a tiny unbanked track will seem incredible to those with any experience of dirt track driving. Phil Seabrook is very well known in motoring circles in New Zealand, and this is not the first occasion upon which he has distinguished himself.

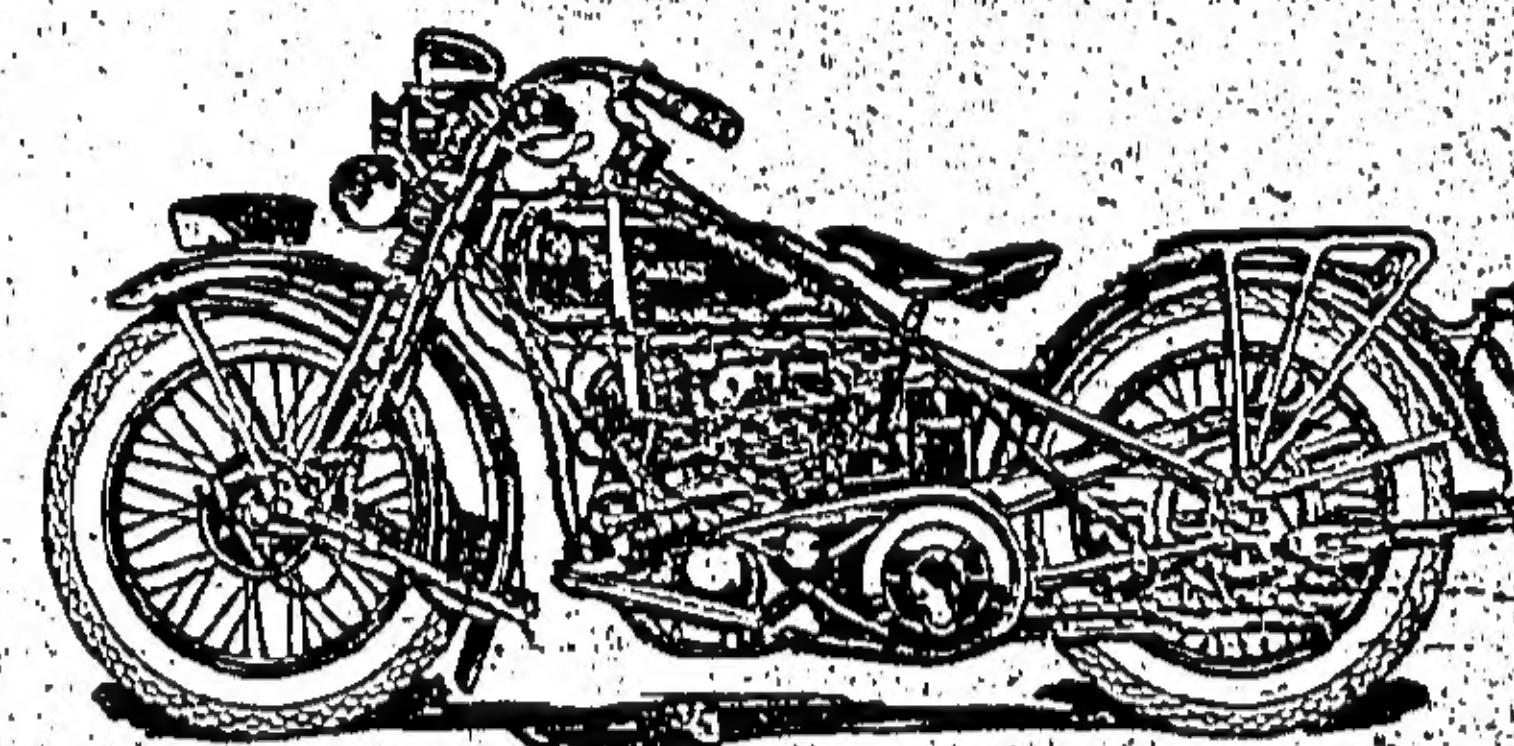
## SUPER BALLOONS.

### New Aircraft Tyres.

The latest development in tyres for aircraft is being tested by the aeronautical department of the Goodyear Tyre Company, in California. The tyres are known as air wheels, and are built on to the wheels. They are tough, very big, and inflated at a low pressure.

In action they are a sort of rolling cushion, which turn smoothly without bouncing until the plane takes off. Aircraft equipped with the air-wheels are said to be able to land on soft ground, snow or swamps, and they prevent the violent rebounds of a bad landing.

## THE WONDERFUL 1930 "HARLEY"



Now on Display.

SEE THE NEW MODELS EARLY.  
The Gascon Motor Co.  
2, KWONG WAH ROAD, KOWLOON  
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## BUY A CAR FOR YOUR LEAVE — WE BUY IT BACK

By buying a car from us for your leave you will avoid the difficulty of re-selling it at the end of the time because we will arrange to buy it back and we will fix the price for the re-purchase before we sell the car to you.

Write to us and arrange the whole thing. The car will be waiting at the land-

ing stage with your driving licence when you arrive. Moreover, if you wish, we will lend you an instructor for three days free of charge.

Write to us now and we will send you fuller particulars of the remarkable things we can and will do for you.

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### NON-SKID ROADS.

Using a steam roller with a special roll, Berlin is treating some of its asphalt roads to prevent automobiles skidding. The roller puts a "waffle" surface on the highway.

### IMPORTS ITS GAS

Ireland imports the majority of the gasoline consumed by its automobiles. During the first six months of 1929 more than 18,000,000 gallons were imported into the country.



## A PRUNING KNIFE

Unless you are very careful in your choice of a car, you will find many vexatious additions to the cost of motoring.

The Jowett is a real pruning knife to such expenses as these with the result that "Jowetting" becomes the cheapest form of motoring in Hong Kong.

Since 1906 the brains of the Jowett organisation have been applied to reducing the cost of running a car.

Buy the car that cuts the cost! Buy a Jowett and be satisfied.

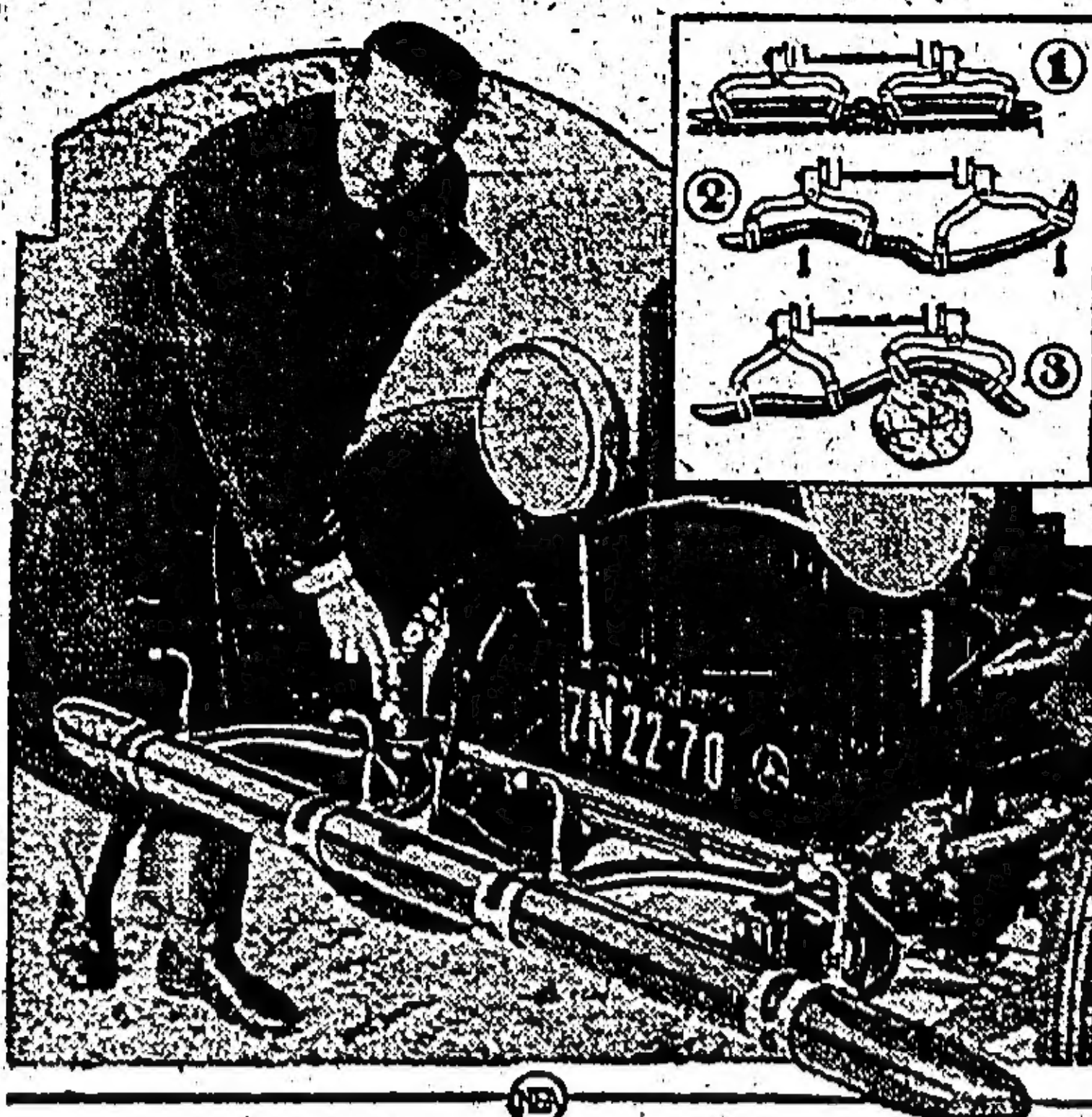
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## "BUMP ABSORBER" OF RUBBER.



A rubber bumper demonstrated in New York is said to prevent damage to a motor car in a crash. It is the invention of Captain Franz Carl Schleiff, shown in the picture, formerly of the German air force. It consists of a three-inch rubber bar attached to two scissors-like arms fitted to the chassis. On meeting a flat object, the bumper acts as in figure 1, of the inset. Collision with an irregular object is shown in figure 2, and figure 3 shows a collision with a tree.

## ENGINE TROUBLE.

### Useful Hints.

[By Israel Klein.]

When something goes wrong with the engine and you have trouble locating the cause, remember one important point—leave the carburetor for last.

Although the immediate cause of engine trouble most likely will be found at some other spot, it has become a habit among many motorists, and even garage mechanics, to meddle with the carburetor first. This instrument is the heart of the automotive system. It has been properly adjusted at the factory and is so designed that it requires very little further adjustment to keep it operating properly.

The carburetor, therefore, should be the last instrument to touch when looking for the source of motor trouble. Before looking at it, it might be advisable to check up the following possible sources of engine break-down:

- 1—Compression—if that is low, there is a leak somewhere and very little power results. Compression may be tested by hand, by turning over the engine cylinder by cylinder with the crank, while the ignition switch is off and the hand throttle slightly open. If the resistance on the compression stroke is slight, and the engine turns over rather easily, there is a leak through valves, around pistons that are loose or cracked, or through loose spark plugs. The valves may need grinding and reseating, perhaps piston rings are worn or broken, the cylinders may be cracked. These should be checked over, if compression is loose, before another source of trouble is sought.

- 2—Spark plugs—may need cleaning, or replacement. Gaps should be the thickness of a worn dime in width.

- 3—Timing—should be checked.

- 4—Breaker points—should be cleaned and adjusted.

- 5—Gasoline line—should be free from dirt and water.

- 6—Intake gaskets may leak. Check these by putting water, or oil, around edges, and seeing if bubbles arise.

- 7—Spark control—should be checked if operating properly.

- 8—Vacuum tank suction line—may be carrying gasoline directly over to the engine.

- 9—Choke control—may not close thoroughly when supposedly not in operation.

If, after all these points have been checked up and corrected, the engine trouble persists, then the carburetor may be suspected. Possibly the only difficulty here may concern the proper adjustment. That's not so hard a job, but even this requires knowledge of the particular carburetor in use.

This can be ascertained from the instruction book furnished with the car. Besides telling how the carburetor is made, it gives instructions for adjustment.

Some carburetors have only one point of adjustment, others have two and some have even three adjustments. It would not do to tamper with the parts of the carburetor until you know what each means and how it should be adjusted.

All carburetors, however, have an adjustment for idling speed. It is this, in most cases, that has to be readjusted in order to get the motor operating properly from idling to high speed. This is rather simple.

First retard the spark all the way and close the throttle com-

## CROWDED ROADS.

### Rabul's Record.

### TEN CARS PER MILE.

If every one of the 500 cars in Rabaul takes the road at once, the traffic congestion must be terrific; for there are only 50 miles of good road on the island of New Britain, of which Rabaul is the capital.

The white population totals only 500 so that a world's record of one car per white man seems to have been achieved. A Chinese population of 1,600 also inhabits the island.

These facts were revealed by Mr. J. B. Steel, the Shell Company's manager for the Mandated Territories and Papua, who recently returned to Australia. Although his company's first depot in the Mandated Territory was established in 1928, the facilities had to be doubled six months ago.

Freight and passenger plane services have helped to develop commerce and mining. Some of the nine planes operating between Rabaul and the diggings make three trips per day. The largest is a Handley-Page freighter with a wing-spread of 87 feet.

### TAKING THEIR TIME.

More than 3,246,200 automobiles were sold during 1929 on the time payment plan. These cars were handled by 400 finance firms which advanced more than \$1,506,000,000 for the purchases.

Now turn the idling screw toward the lean and watch the movement of the fan. Keep on turning toward the lean until you notice the fan falter. Then turn the same screw back a notch or two until the fan is rotating steadily.

While doing this, open the throttle momentarily in order to clear the carburetor of accumulated gasoline, and so as not to choke up the engine entirely.

## SUICIDE CLUB.

The Chief Constable of Manchester states in his report of last year that 56.6 per cent. of the fatal and 50.6 per cent. of the non-fatal accidents in Manchester were due to thoughtlessness of pedestrians.

## FOR ALL CLASSES OF

## MOTOR INSURANCE

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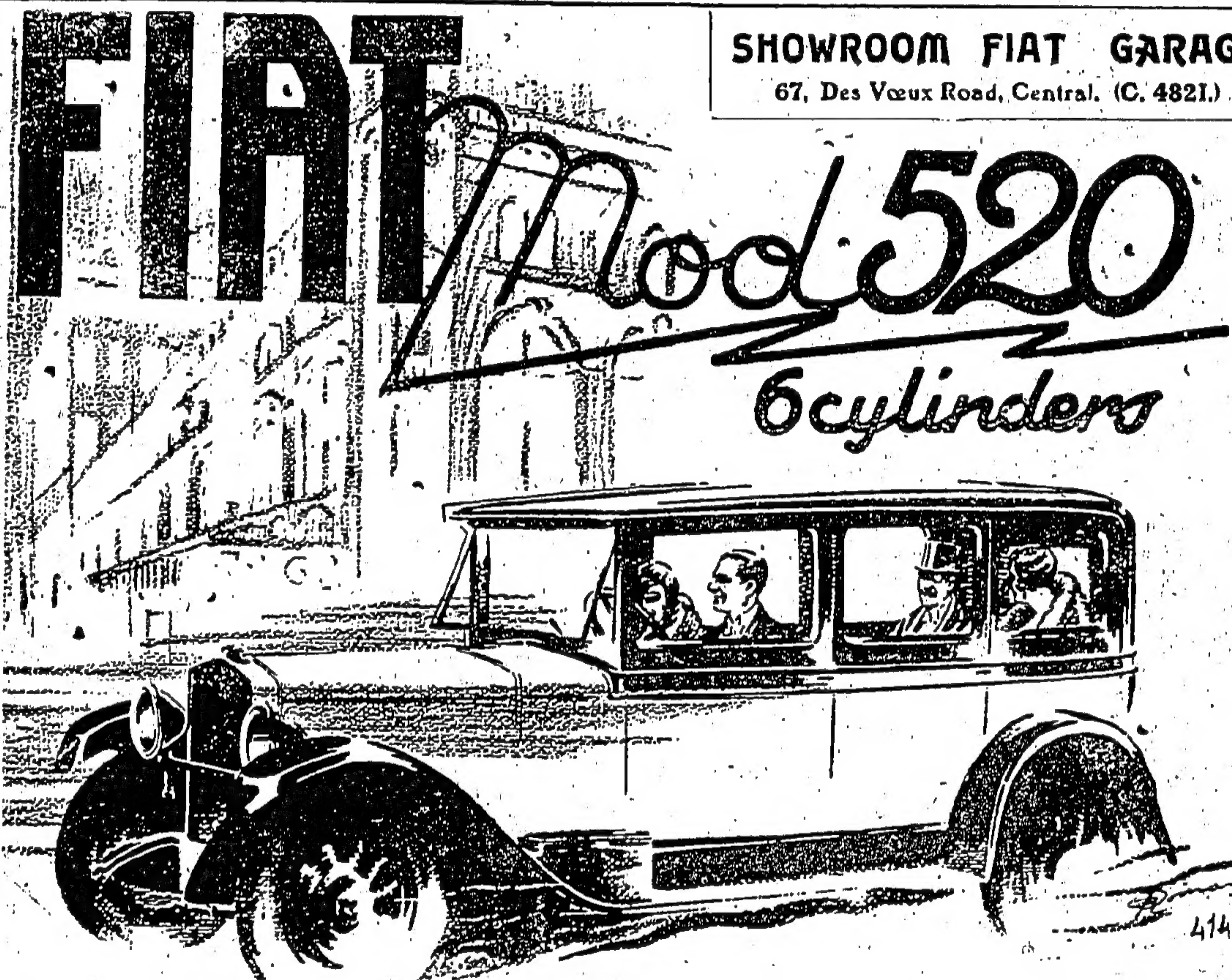
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MODEL 520 \$2,550.

MODEL 509 \$1,750.

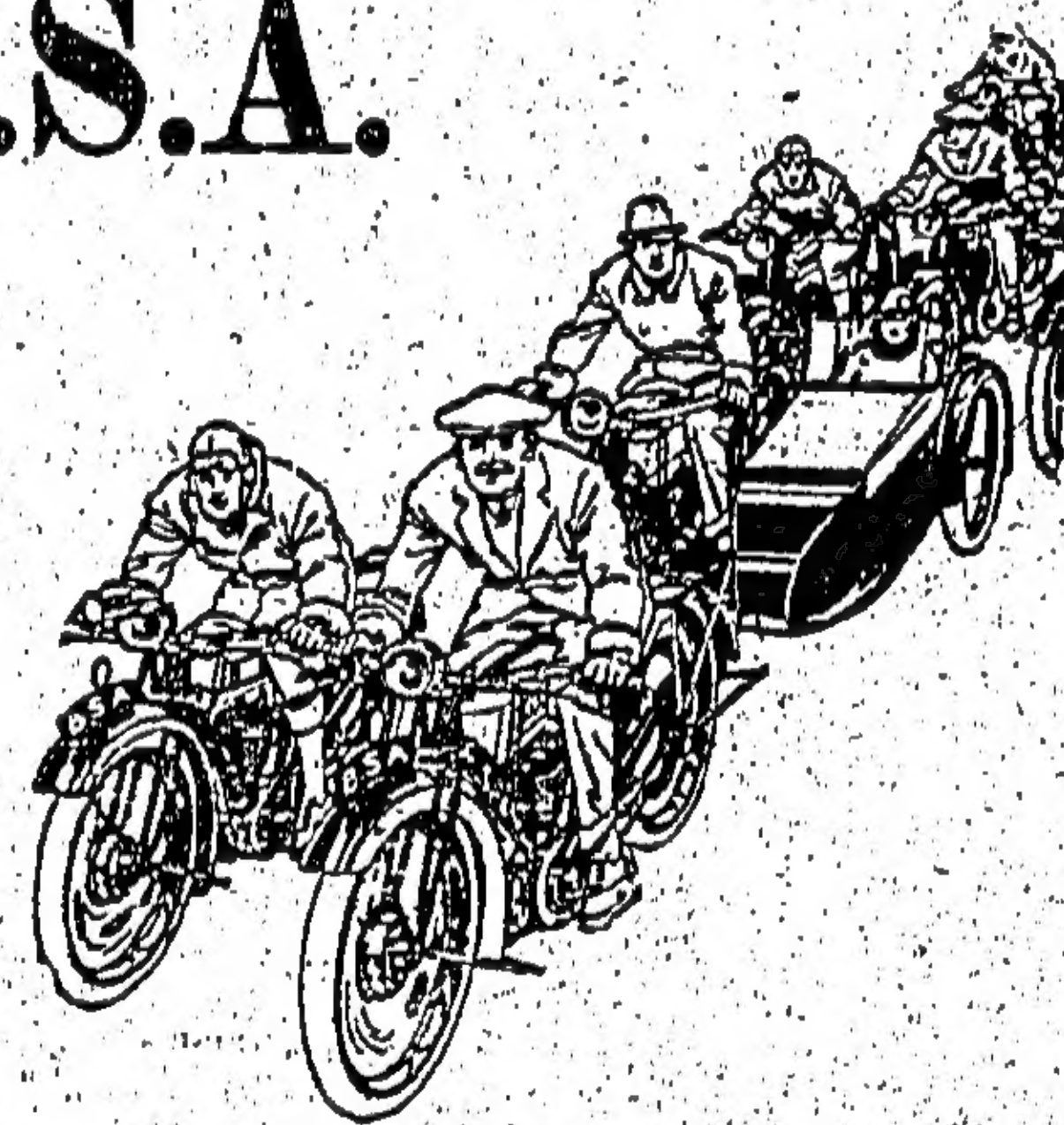
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## LEAD THE WAY

ON A

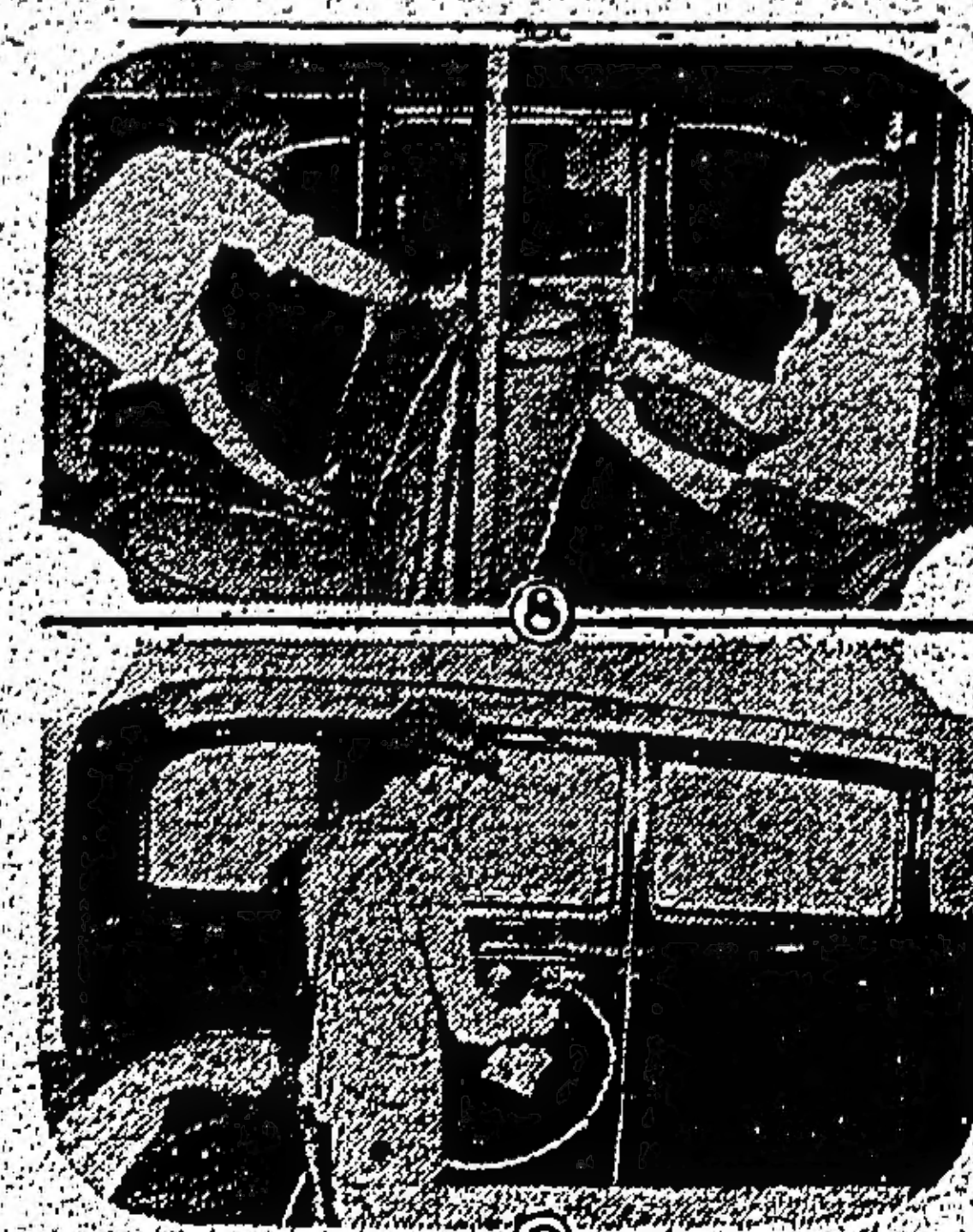
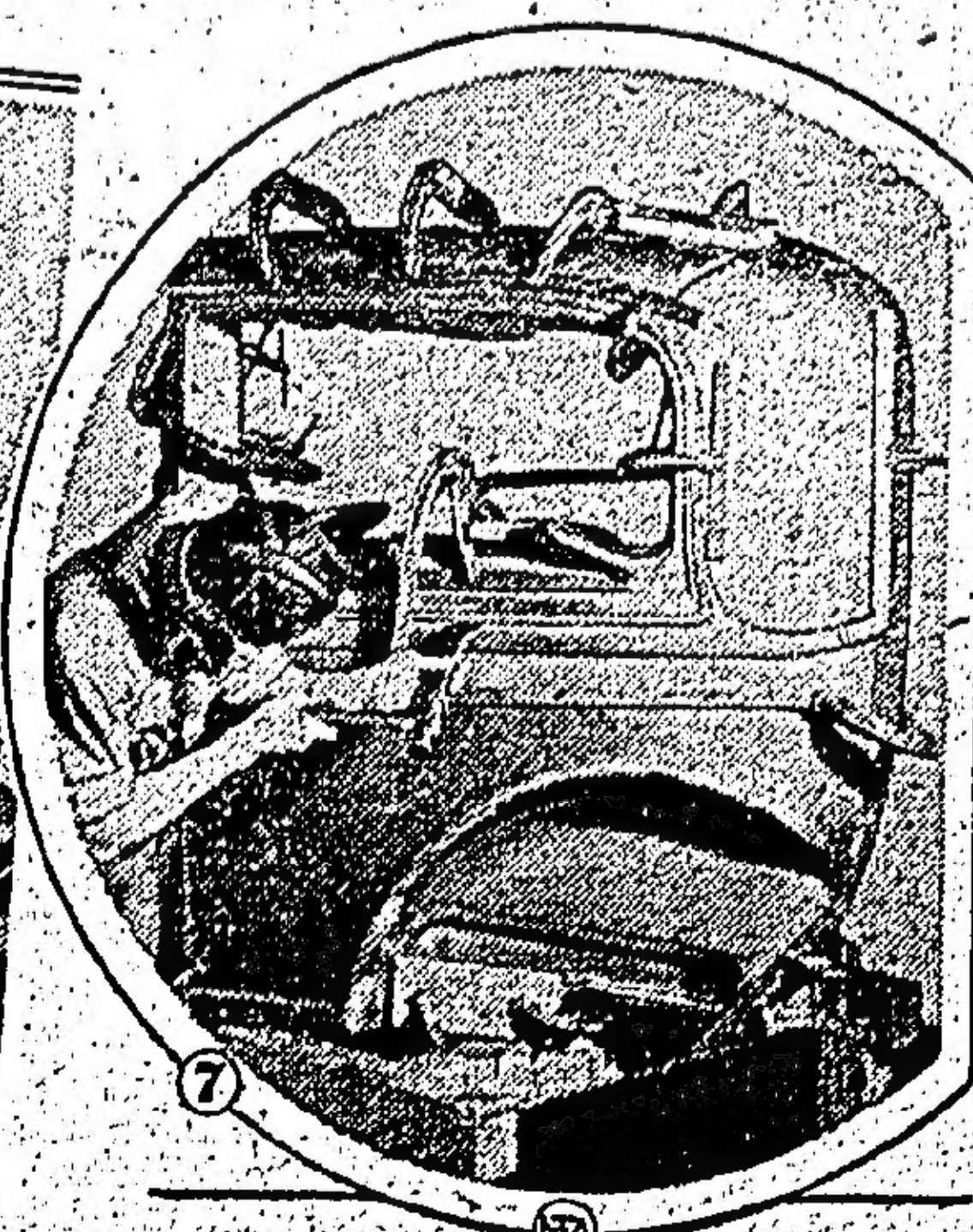
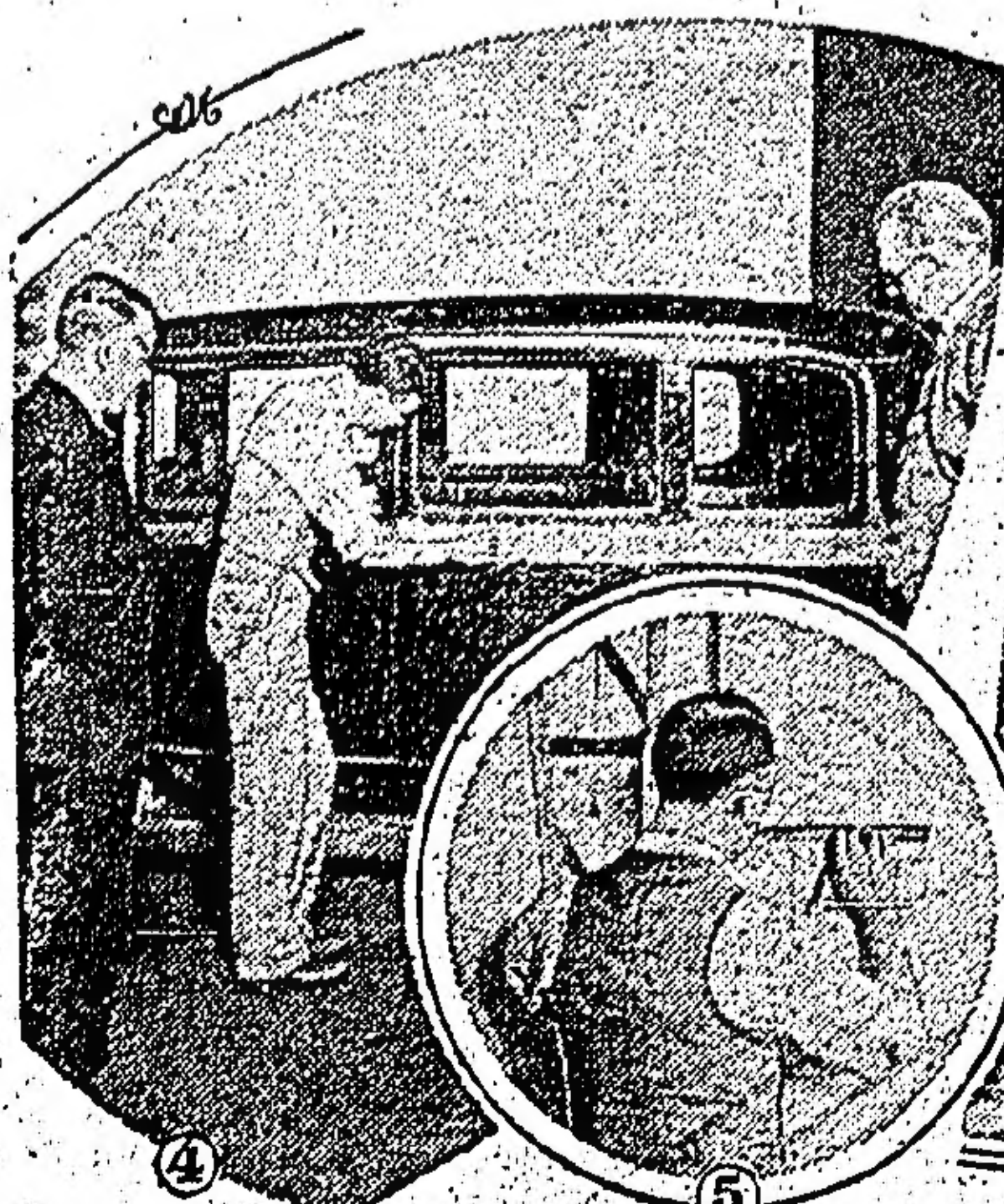
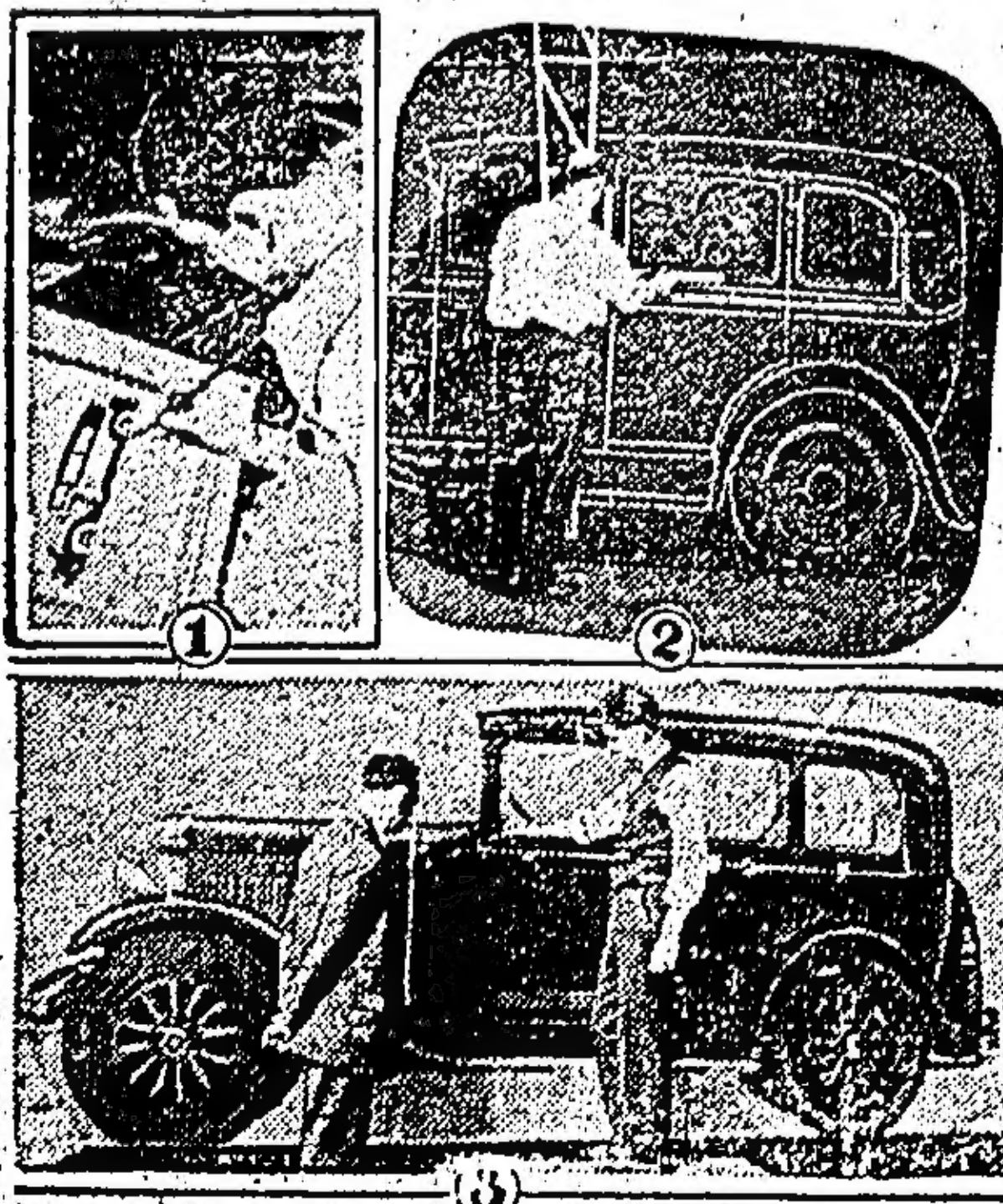
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Milady, in style, comfort, convenience and utility. Like the costume designer, the creator of motoring fashions starts his work with a sketch (1). The sketch is accepted, it is reproduced in full scale on a blackboard (2) where opportunity for improvement of

lines is afforded. Then comes the question of colour and a full size painting is made (3), where such details as belt line, window reveals and striping are given particular consideration. That approved, a life size clay and wood model (4)

is prepared to give an idea of the new car in more tangible form. More changes, then final approval and work is begun on actual construction—not of the cars to be sold but of a single working model. First a master drawing is made on an aluminum sheet (5), on which are all intrinsic measurements and

other details of the proposed car. Wood forms (6) are carefully prepared on which the body parts are hammered out by hand. When the car is in production all this will be done more quickly and truly by mighty machines. Now these hand-made forms are clamp-

ed together, lines are straightened out (7) and they are welded into one form. Even the details of upholstery and fitting are especially designed and fitted by hand (8) until finally the finished model automobile, only one of its kind, is ready for the paint job

(9). After that comes the ruthless test of the proving grounds and if the car doesn't stand that the entire tedious job may be discarded.





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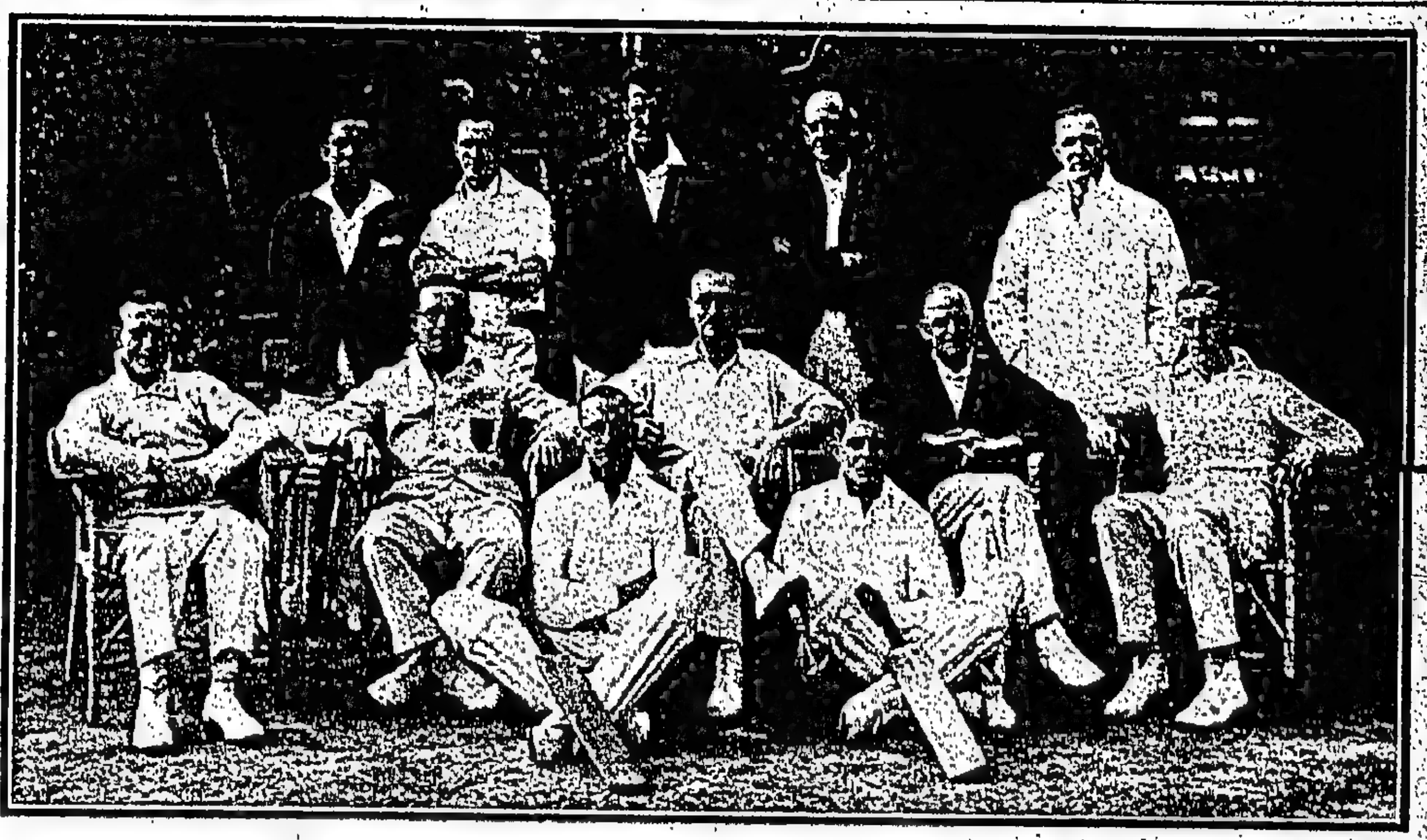
# Hongkong Telegraph

Pictorial Supplement  
March 29th, 1930.

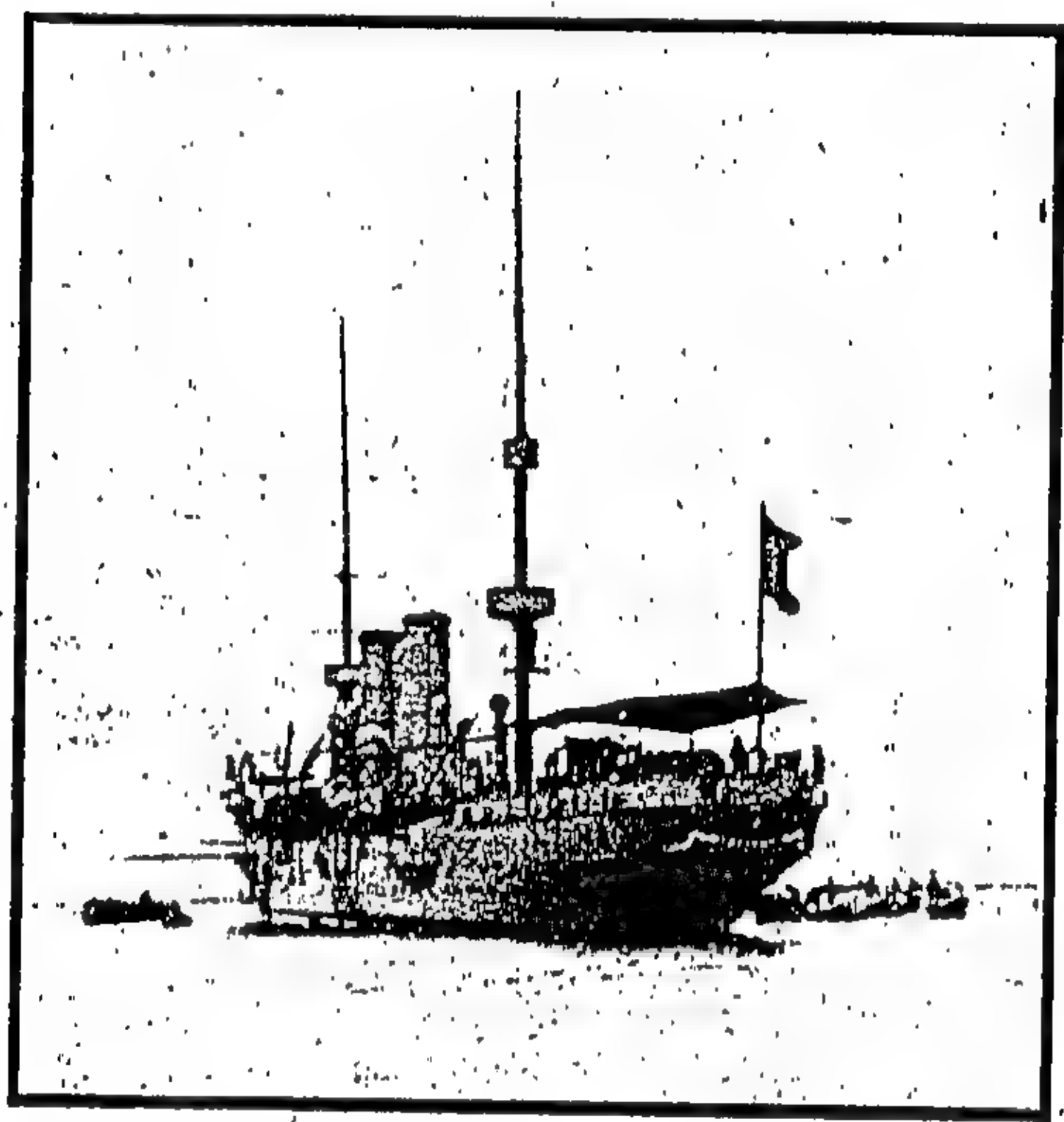
STUDEBAKE NEWS  
 AMERICA REGISTERED 94%  
 INCREASE IN EIGHTS.  
 THE HONGKONG HOTEL GARAGE.



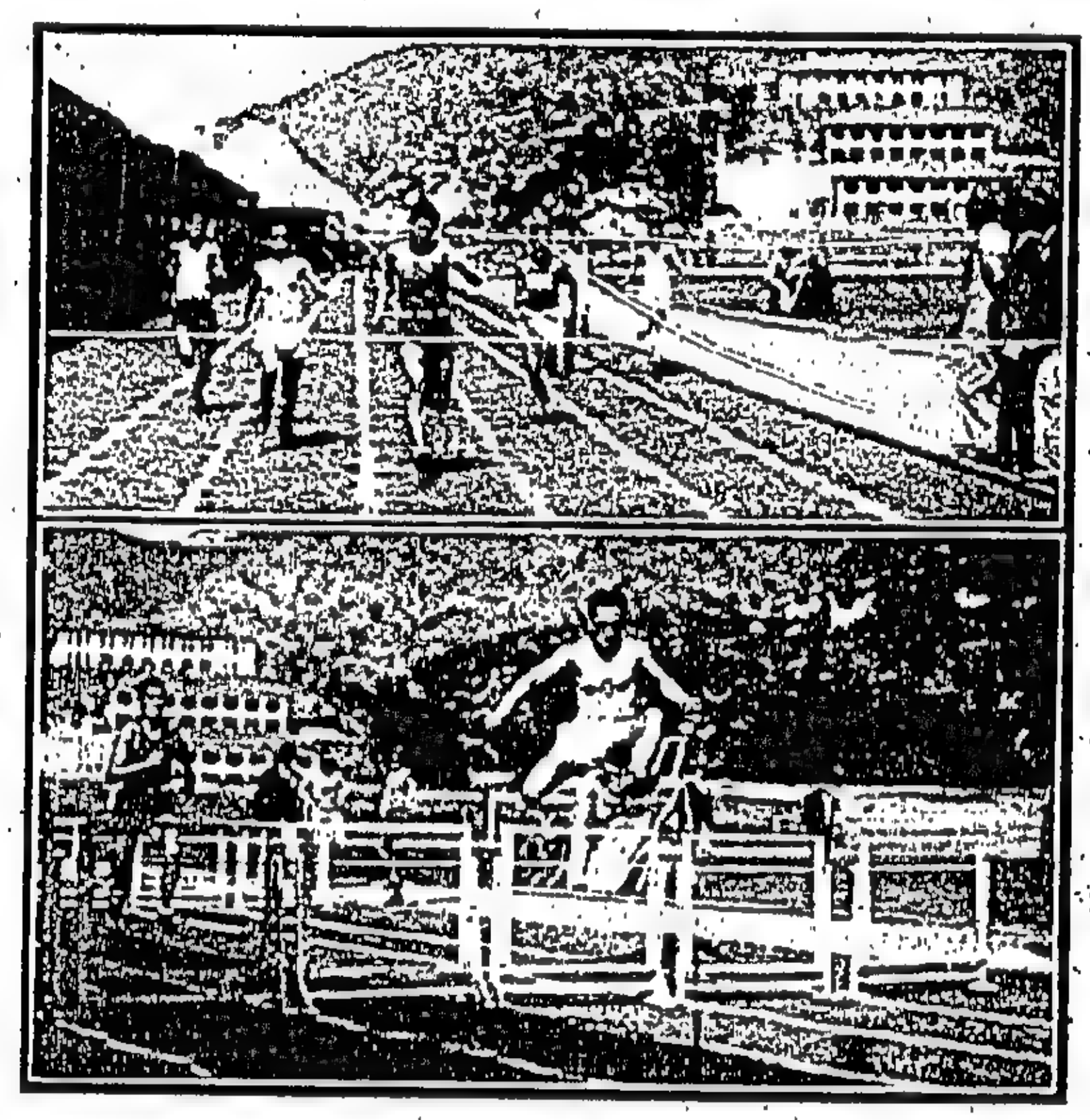
Here are seen the football teams representing China and Scotland which met on Saturday in the final of the "Sunday Herald" International Competition. The Chinese secured an easy victory, winning by five goals to nil. (Photo: Mee Cheung).



The cricket team which represented Messrs. Lane, Crawford, Ltd., in their match against Craignower last Saturday. Craignower won by five wickets. For the losers, S. J. Jordain (seated in centre) made the highest score, knocking up 40 runs. (Photo: Mee Cheung).



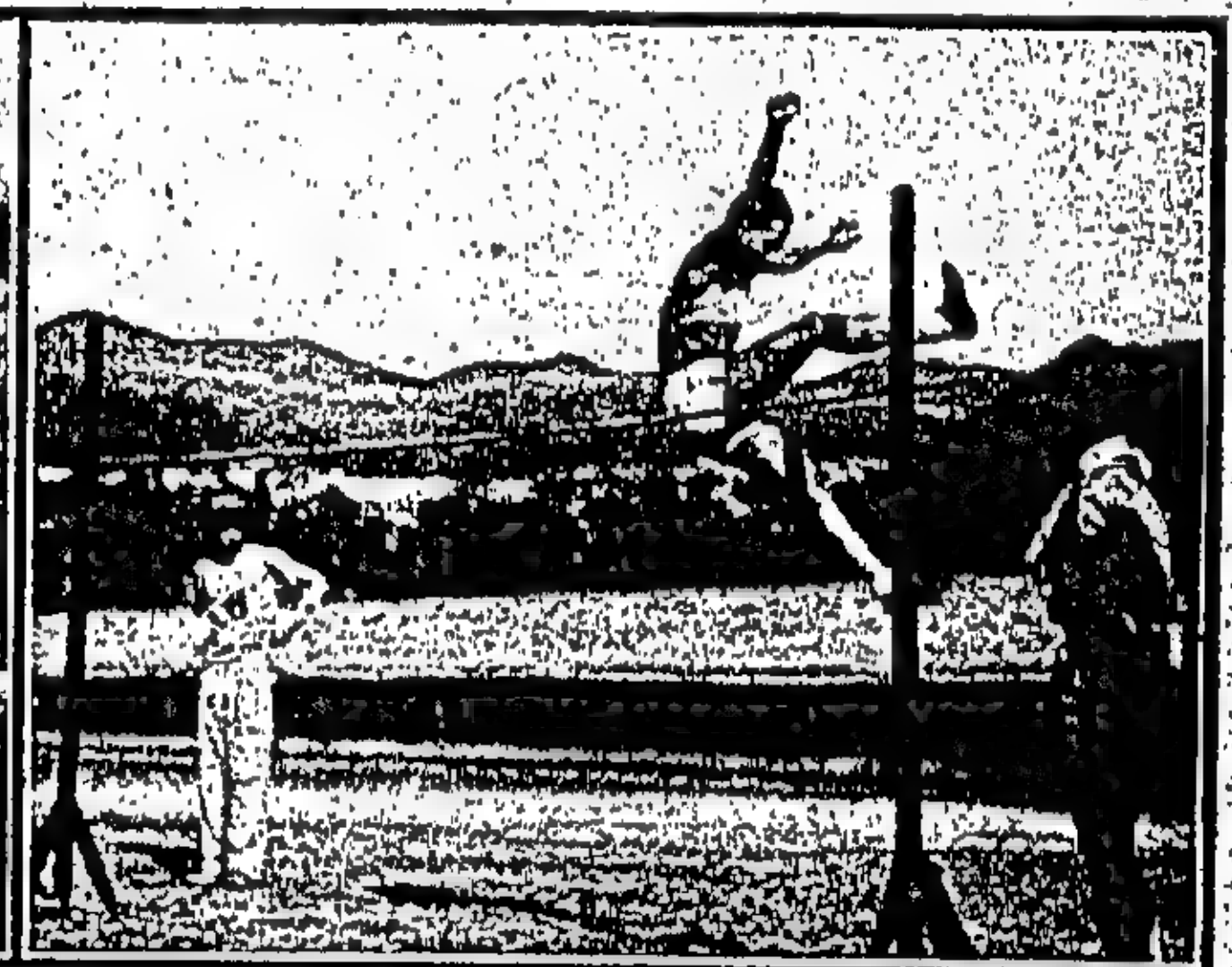
The Portuguese cruiser Adamastor, which has been on a visit to Hongkong. She is shown lying in the new port at Macao.



Two good action pictures of St. Paul's College sports, held on Thursday of last week. Top, the finish of a sprint; bottom, the hurdles race in progress. (Photos: Mee Cheung).



Two more photographs taken at Paul's College sports. On left, Mrs. A. D. Stewart, who presented the prizes, receiving a bouquet from Chan King-chor; right, a good snapshot of the high jump. (Photos: Mee Cheung).



These pictures show the Procession of the Cross, held on the first Sunday in Lent at Macao. On the right, a good idea is given of the huge crowds which participated in and witnessed the procession.



This photograph was taken on the occasion of a farewell party given by students of Rice Hall, in honour of the Rev. Father Byrne, who is seen seated seventh from left, with Professor C. Middleton Smith on his right. (Photo: A. Fong).



"ZBW" Calling!" Miss Wong, the Chinese announcer, in the studio control room of the Hongkong broadcasting station, is seen at work during the transmission of items for Chinese listeners-in.



Scenes from the A.D.C. production of "And So To Bed." Top left, Charles II (Mr. C. P. Marcel) and Mrs. Knight (Mrs. Johnston); top, the supper scene showing Pepps (Mr. W. A. Hannibal); second from left, arriving home after his escapade at Mrs. Knight's flat; bottom, Mrs. Pepps (Mrs. Fay Grossman), fourth from left, introducing herself. (Photos: Ming Yuen Studio).



## CHANNEL TUNNEL SCHEME. FRENCH INVENTOR FAVOURS GIANTS TUBE.

Several interruptions this winter in boat and airplane services between the Continent and the British Isles by storms and violent gales have caused renewed agitation for a tunnel or some sort of submarine passageway linking the two coasts.

The French press is practically unanimous in favour of a channel road, and it has strong support in England, as evidenced by the report of a special Committee which has just been issued. French engineers are inclined to ridicule the fears of invasion held by certain English politicians. The French maintain that in case of war the tunnel could be wrecked from either shore and the British Navy would be robbed of none of its supreme importance.

The latest French idea is to link the two shores with a submarine tube, semi-submerged. This is the scheme of Prevost de Saint-Cyr, famous inventor and engineer, who claims he has worked out several important departures from previous methods in marine engineering which make it entirely feasible.

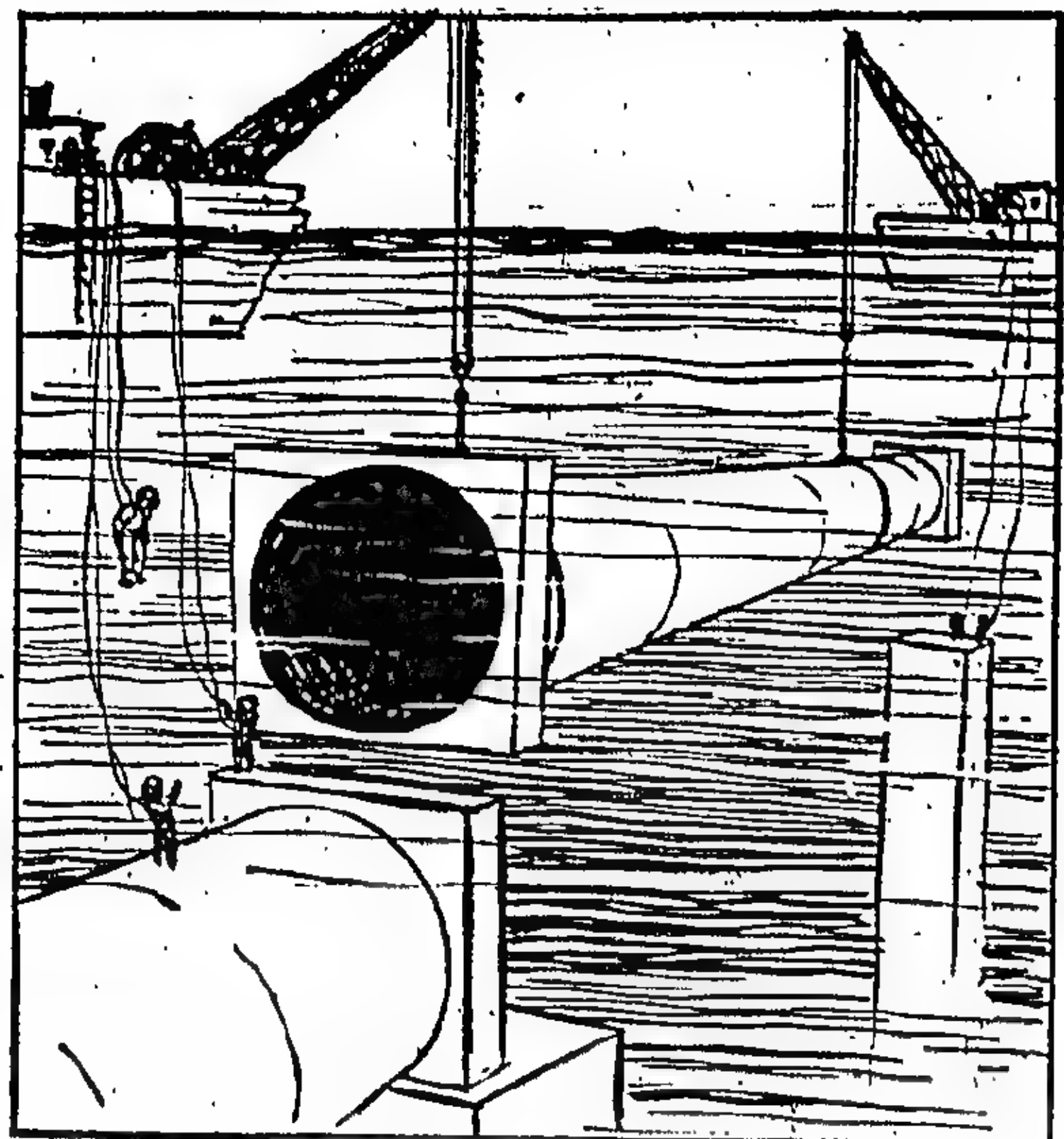
### Build Tube on Land.

Saint-Cyr's submerged tube would be constructed on land and put into place from the surface of the water. All that would then remain would be to build the railroad tracks in the tube.

On the other hand, the tunnel method has many supporters, but its critics say it would be impracticable because, first, the cost would be prohibitive and, second, the infiltration would make draining of the tunnel impossible, even if engineering economies made it possible.

Saint-Cyr maintains that his scheme solves all the difficulties of the tunnel. His tube would be of reinforced concrete, resting on stone pillars on either shore, and on supports that would be sunk to the channel-bottom. It would be submerged to a depth of about 60 feet, leaving ample space above for navigation to pass over it and the space beneath to allow the flow of ocean currents.

Such a tube would be constructed in sections at least 300 metres long and would be of reinforced concrete. When completed ashore they would be hermetically sealed, and the sections floated to their positions above the pillars already built.



Here's the way Prevost de Saint-Cyr, French inventor, proposes to construct the trans-channel tube for rail traffic. Sections would be built on shore, towed into position and then sunk to rest on piers 60 feet below the surface. Divers operating from barges would join the sections together, after which the water could be pumped out.

The pillars would be constructed at sea by means of moulds which would be built ashore and floated to position. They would be telescopic so that they could be lowered in sections. The topmost section would be attached to under-construction of a series of heavy rafts, thus making it certain that the moulds would retain their proper height. With the moulds submerged, they would be filled with concrete piped from the shore, forming the pillars. The inventor claims that putting the tube sections in place would be quite a simple feat of engineering, and they would be joined together underneath the surface.

The French always have been most forward with the channel tunnel idea. The first definite plan is believed to have been put forward in 1892 by a French engineer named Mathieu, who thought that it would make stage traffic possible between France and England. Other French engineers followed and during the 19th century soundings were made to discover the best route.

### Building Actually Begun.

In the early '80's, construction work actually was undertaken. British and French railways formed channel tunnel companies and started to dig from opposite sides, expecting to join in the middle. The French company's building at Sangatte, near Calais, still stands. They found that digging in the chalk under-sea bed was quite easy, but such strong political pressure was brought against the English company that work had to be stopped.

Ever since then, political pressure has stood in the way of any actual development and until this can be swept away nothing will be done. The French argue that the airplane, the submarine and long range guns now make absurd any arguments against the tunnel as a military or naval menace.

The channel at its narrowest point is 20 miles wide. During the winter months fog, heavy seas and storms frequently make the crossing by boat very disagreeable, sometimes impossible.

## AT TINTAGEL.

Some Thoughts at King Arthur's Castle.

I have all my life thought of Tintagel as one of those places which no man should see. For eight hundred years the story of that King who rides down history on a harpstring has soaked itself into the imagination of English people, Charlemagne for France; Arthur for England. The story grew here. On this grey rock above the sea, Uther Pendragon took that lovely queen, Igerne; and so began the story that ran through medieval Europe challenging the imagination of poet and writer, gathering strength and beauty, to break at last in the splendid climax of the "Grail" Music.

Tintagel! To thousands of English people those syllables go clothed in grandeur.

The sun was sinking seawards as I climbed a rocky gorge and came to the most desolate little valley, I think, in all the wild West Country. The sides of the cliffs were scarred with grey splintered slate; halfway the rocks approach each other to form a kind of gate; at the end of the valley is a little bay, the sea foaming over a grey pebble beach and running through a cavern called "Merlin's Cave." It seems as though a great sword has split this valley in two; on one side, perched high, is the tiny village of Tintagel; on the other side covered in grass, wrecked by a landslide, are fragments of an ancient wall known to legend as King Arthur's Castle of Tintagel. The key is kept in a cottage among lemonade bottles.

"No, please, sir," said a little old woman who uses the word "please" unexpectedly. "Please, it's too late for you to go up to the Castle to-night, please. But if you promise not to be long, please, I'll give you the key."

I began to climb steep, winding steps cut in the face of the rock. The waves boomed below in "Merlin's Cave," the seagulls flew crying, and in my hand was the key of Tintagel.

Think of that. What a moment! In my hand was the key of Tintagel!

As a ruin Tintagel is the most disappointing castle in England. A wall that is several centuries later than King Arthur runs its crazy course on the cliff edge.

It is indescribably remote, thrust up out of a grey sea towards the sky, with the jagged peaks of lesser rocks lifted like spears below it, and all around it the hiss and whisper of the sea. Birds rose from the grass before me as I walked; rabbits scuttled away to dive into burrows in which—who knows?—may lie some fragment of a sword.

A disappointing ruin, but a great experience. As I climbed the rocks and looked over the gaunt cliffs I seemed to come nearer, not to the gentlemanly knights of Tennyson or the paladins of Malory, but to the rough chieftains of history from which the epic sprang. I saw Arthur stripped of the spell, with no Excalibur, but only a common spear, and the sun of Rome sinking into a sea of troubles on which the fortunes of England were to set their sails. How difficult it is to visualize Arthur as a half-Roman Kinglet.

Tintagel is haunted. It is haunted not by Arthur and the Knights of the Round Table, but by that moment in our lives when imagination caught fire and blazed. The ghosts on this rock are the great army of Englishmen and English women who in their youth believed in Excalibur and wept in sorrow beside that mere as the three hooded queens came in their barge with a crying that "shivered to the tingling stars" to bear the king to Avilion.

I slithered down the rock steps and gave up the key of Tintagel to the little old lady.

At night, with the moon falling over the tumbled walls, Tintagel seems more dead than ever; the ruins of Egypt leap to life in moonlight, so do many of our castles and abbeys; but Tintagel is to be found only within the covers of a book.

And I thought, as I looked down on it from the other side of the valley, saw the thin line of light run around the walls picking out a gateway here and a crumbled corner there, that most of us have belonged to that Round Table—so many of us, in fact, that if Arthur came back to give us youth again and called us out to joyous adventure he would have an army great enough to ride from Camelot to the conquest of the earth.—H. V. Morton, in "In Search of England."



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YOU can enjoy a glorious night's rest every night by drinking delicious "Ovaltine" before retiring. Frayed nerves will be soothed and calmed and digestive unrest allayed.

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This delicious beverage is prepared from Nature's best restorative food—malt, milk and eggs. Eggs are particularly important because they supply lecithin (organic phosphorus)—the essential requirement for building up brain and nerves.

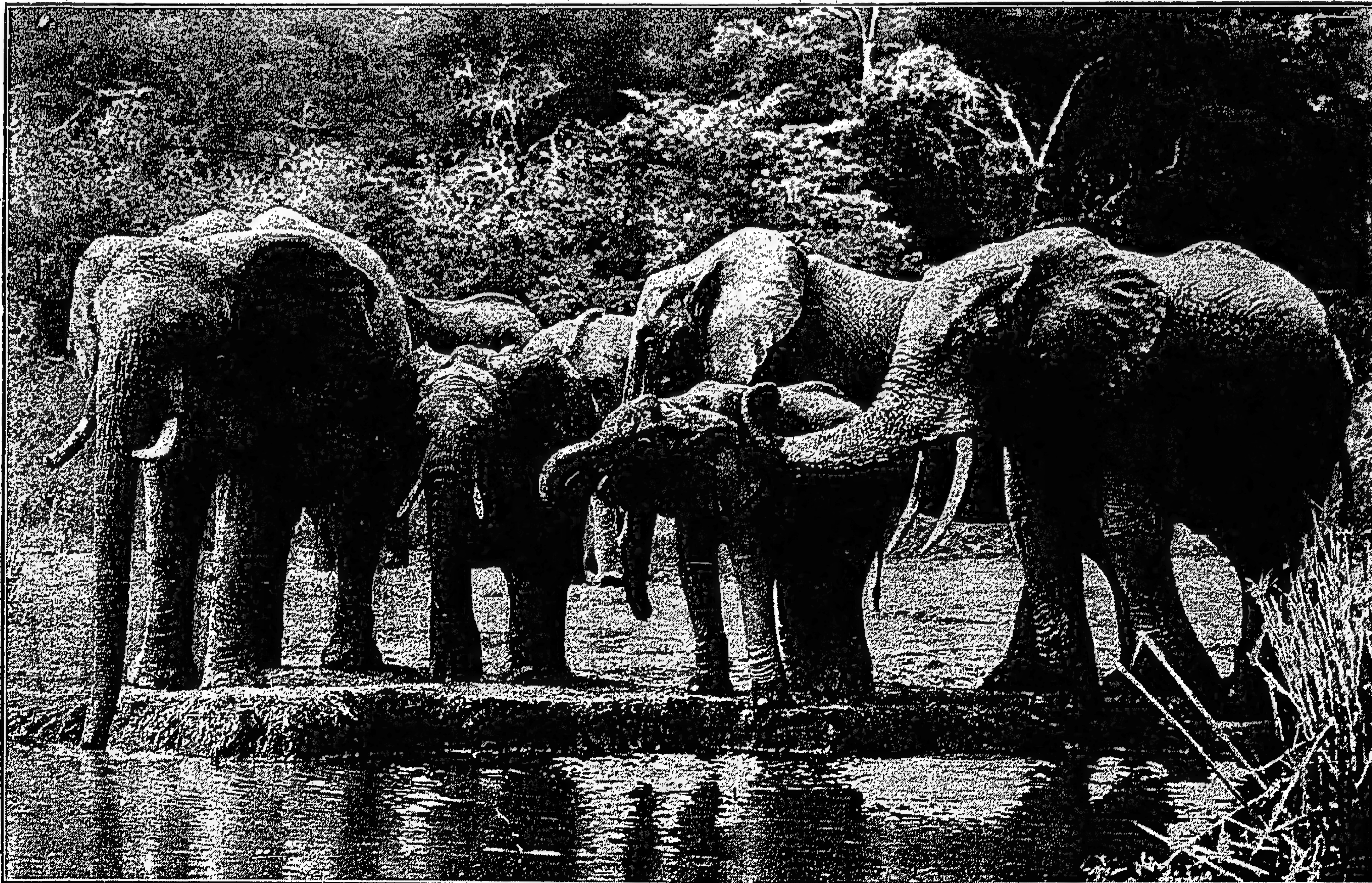
# OVALTINE

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[A.P.B. 10]

## ELEPHANTS AT A WATER-HOLE IN KENYA.



Our picture shows elephants in a peaceful setting at a water hole, with one of the totos (youngsters) undergoing a compulsory bath. Mr. Marcuswell Maxwell, who was accompanied by Captain C. Palmer-Kerrison, secured a series of such photographs in Kenya without a shot being fired. (Times copyright.)



# Fashion's Pendulum Swings To New Extremes

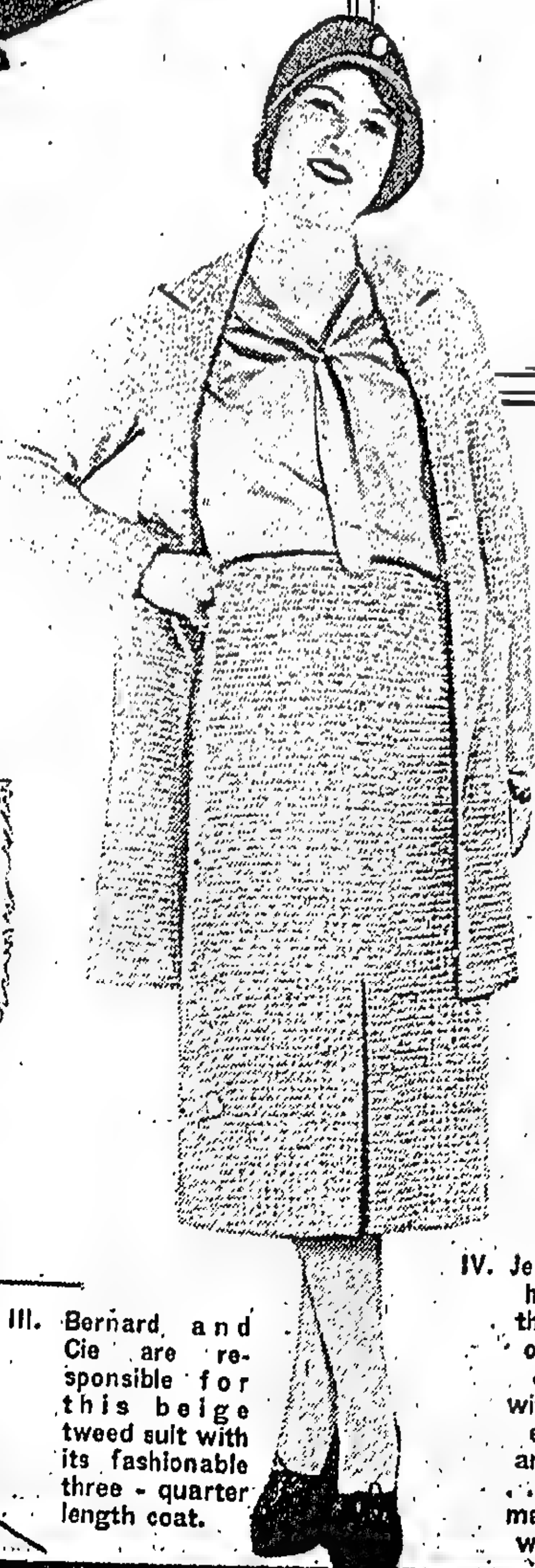
Styles now insist on every touch that has been denied women in years of boyishness



I. a large bow of cherry red adds the necessary splash of color to this gown of white, flat crepe which Bernard and Cie have created for the debutante.



II. this ensemble from Bernard and Cie uses black crepe. Sokol in both the coat and the dress.



III. Bernard and Cie are responsible for this beige tweed suit with its fashionable three-quarter length coat.

**A** SOPHISTICATE by day, and a goddess by night, is the program for the 1930 belle.

The same capricious fashion that made it smart to eliminate the frills and furbelows and look chic at the expense of the picturesque and lovely for several seasons back has now completely changed her tactics, and is returning everything she has denied women for the past decade.

It is now smart to be pretty, and to show that you are making an effort to be. The figure is graceful and rounded, instead of straight and angular. The coiffure is infinitely more feminine and flattering, and little flirtatious curls are appearing at strategic positions.

The pink and white complexion is challenging suntan, and white shoulders are very desirable again, with the directoire idea revived. Shapely arms, too, are a decided asset with the new puff sleeves, and the shorter lengths for day.

**TRAINS**, for evening, have restored the old elegance and the glamour to the ballroom, and have caused women to give a thought to what was once known as a "superb carriage."

Day clothes are a triumph of sophistication and chic. They achieve both the modern and the picturesque, and they know how at once to be practical and romantic.

Here are a few fashion points to remember:

Gray is one of the smartest of colors for day and evening attire, shading into the warm shades of pink and mauve, and it is being combined most effectively with stronger colors. Gray, as you know, is a most feminine and dovelike color, and is in line with the present sartorial program.

Capes, long and short, are very much featured. The postillion line is very popular. The smartest suits show the suggestion of a cape, sometimes just over the sleeves, and sometimes showing a deep back cape, but always with the line kept slender and graceful.

**WITH** sleeveless outfits for sport, there are often capes of matching material, that relieve the abruptness of the sleeveless line when the wearer is not actively engaged in sports.

Embroidery is staging a great comeback. Tailored crepes for day wear are relieved of their severity with colorful applique, and evening dresses show all-over patterns on chiffon and crepe.

Every frock makes some concession to femininity at the neckline, usually with

lingerie touches, or with scarf or ribbon bow effects. The old unadorned plainness has completely vanished.

Illustrated today are some of the latest inspirations from Paris for day and evening.

**I.** THIS new Bernard and Cie goddess gown is appropriate for modern Dianas. The material is white flat crepe, cut long all round, with one fold of material making a train on one side. A splashy bow of cherry-red satin gives a gorgeous touch of color at the waistline, and brings the costume down from the clouds and to the earth. It positively glorifies the debutante.

**II.** BERNARD AND CIE are presenting an ensemble for formal wear, in black crepe with an original vest effect in finely pleated white georgette crepe and large white buttons. The black tie, falling over the white, is very stunning and quite unusual.

**III.** BERNARD AND CIE are also responsible for the smart tweed ensemble for city wear which features a three-quarter length jacket and pleated skirt of beige mixture, and a tuckin blouse of white shantung with a scalloped front and knotted tie.

**IV.** THIS evening gown, which is cut with classic simplicity with Patou's marvelous skill, is developed in dahlia-colored chiffon. It features the long back and front and the short sides. The recently discovered waistline is emphasized by a belt and a tailored bow directly in front.

**V.** PATOU has created this handsome evening ensemble which combines delicate and very lightweight lame cloth with regal sable. The line of the gown is simple, but extremely subtle; molded at the waistline, and full and deeply scalloped at the hemline. The three-quarter length coat features the cape back, and the small, upstanding collar.

**VI.** A TYPICAL street frock from Bernard, which is as severe as the season permits, and yet is a model of softness and grace, is made of fairly deep brown crepe de chine with an intricate vest and panel of a brown of lighter shade, with coinspots of white.

It is a new whim of fashion to offset brown this season with white, instead of the beige shades that have been considered so appropriate.



V. simple, form-fitting lines are featured in this handsome evening ensemble of gold lame which Jean Patou has designed.



VI. dark brown crepe de chine forms the basis for this mid-season model from Bernard and Cie. The vest and panel choose a lighter brown crepe with a white polka dot design.



IV. Jean Patou has cut this dress of dahlia chiffon with longer back and front... a belt marks the waistline.



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# Hongkong Telegraph.

## Pictorial Supplement

March 29th, 1930.

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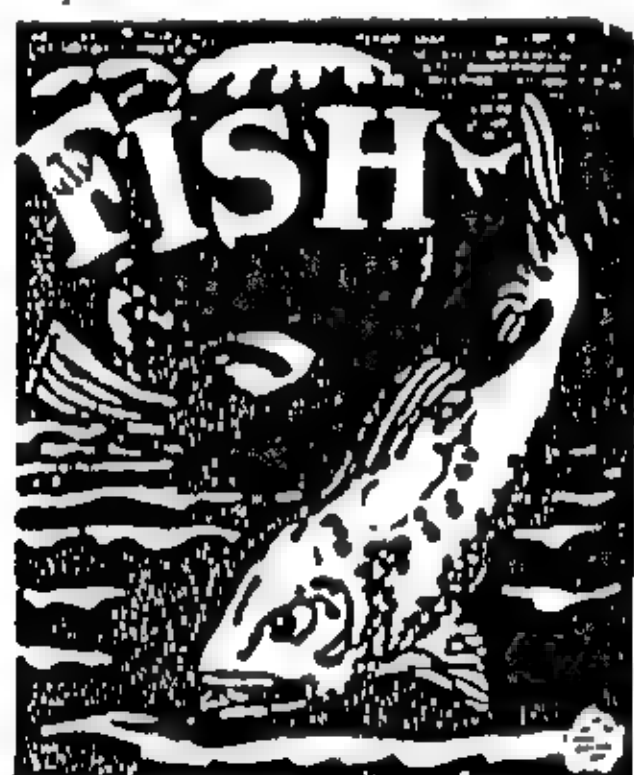
# Mackintosh's

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set **\$47.50**

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AT

## WHITEAWAYS.



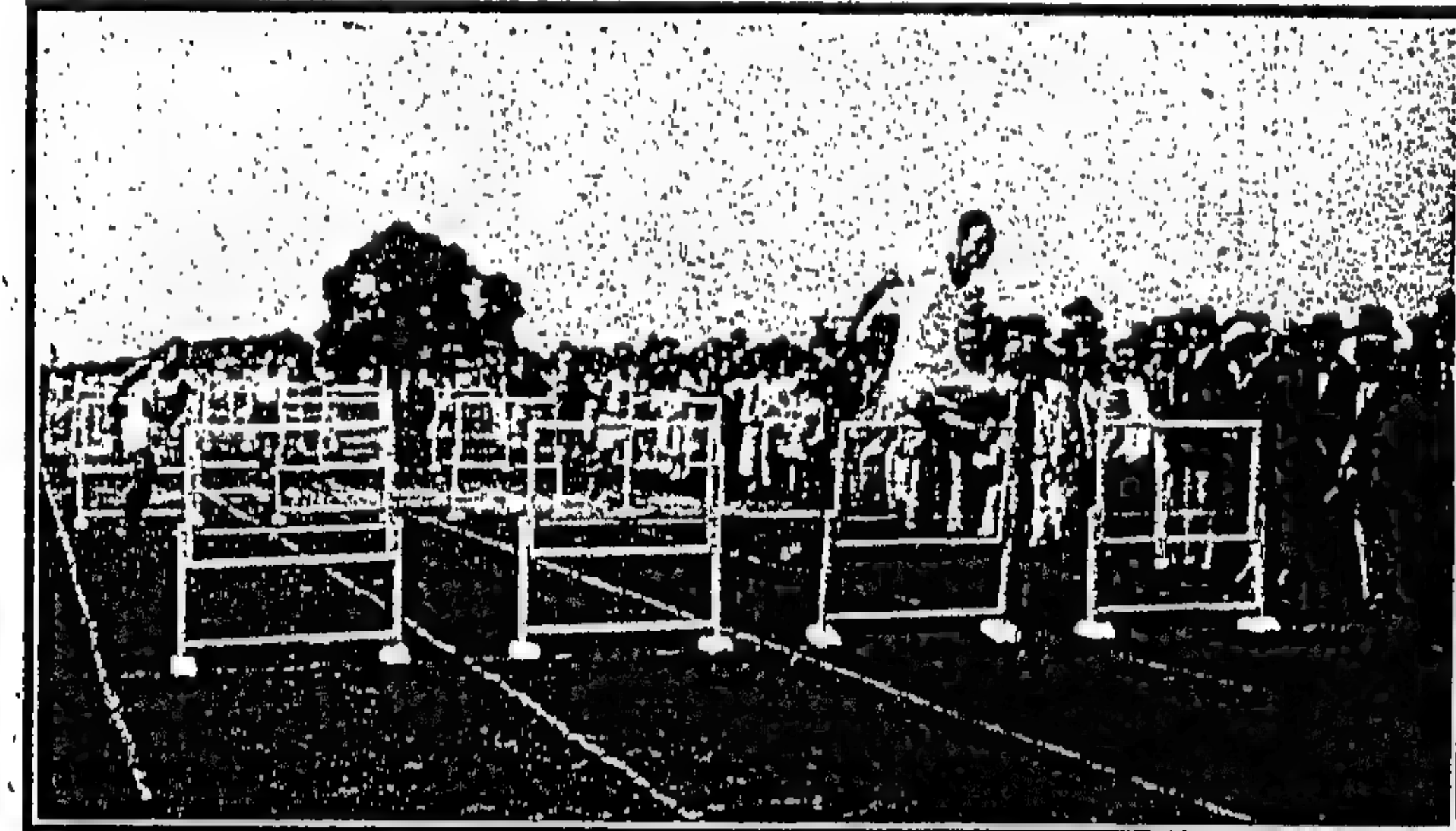
Misses E. Carroll (left) and Violet Bradbury, as they appeared in the Peasant Dance at the French Convent school prize distribution last week.



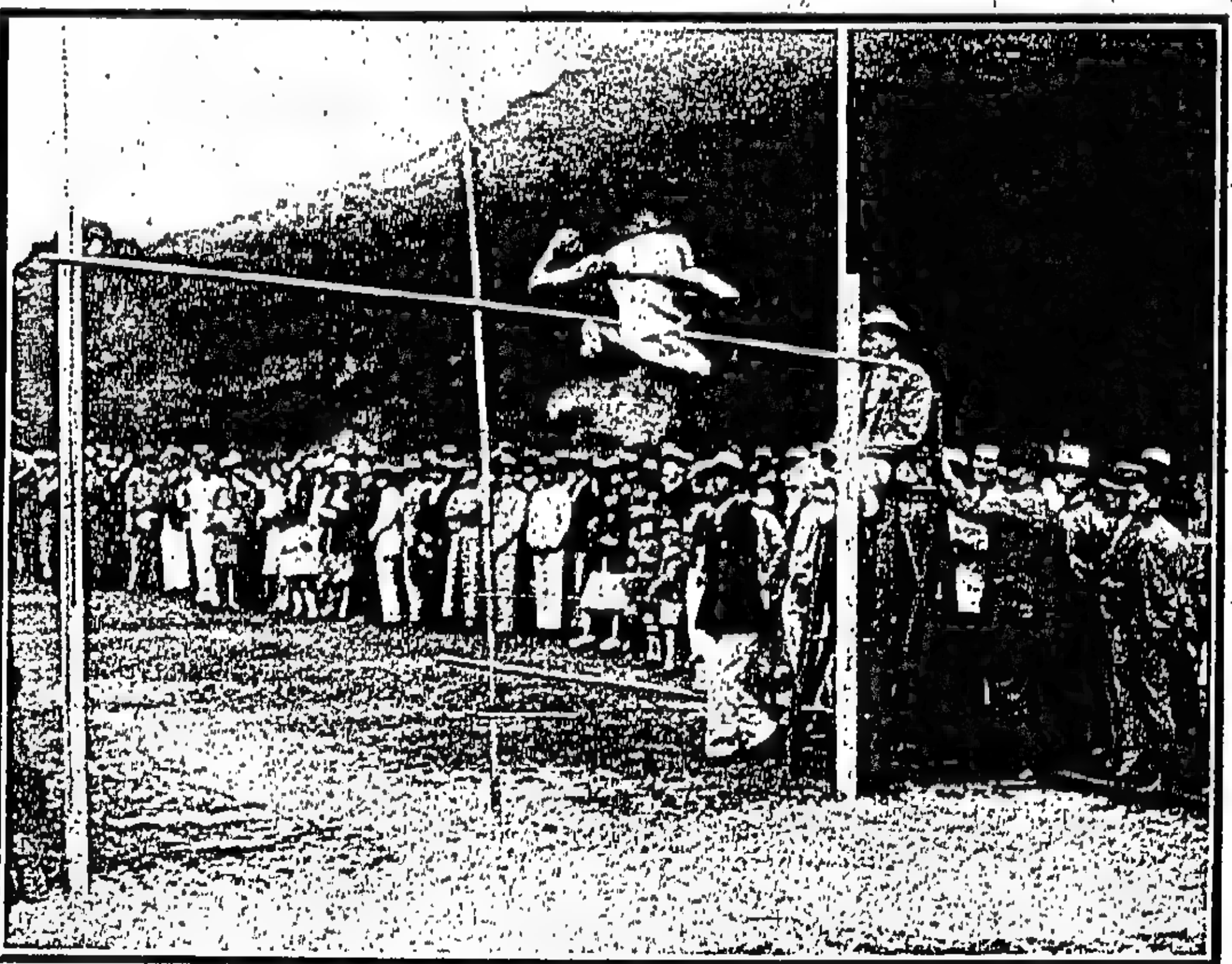
This group depicts "The Ambulance Maids," who figured in a display given at the distribution of prizes at the French Convent, Causeway Bay, on Friday of last week.



Photo shows the crew from the Indo-China S.N. Company's s.s. Mausang, with Mr. Goddard in charge, which won the Trevesa Cup last week. (Photo: Mee Cheung).



Great interest was taken in the hurdles race at the University sports at Pokfulam last Saturday. Photo shows the event in progress. (Photo: Ming Yuen Studio).



An excellent snapshot of the pole jump taken during the Hongkong University sports at Pokfulam last Saturday. (Photo: Ming Yuen Studio).



A mid-field tussle for the ball during the final for the Caer Clark hockey cup between Hongkong and Kowloon ladies last Saturday. The Hongkong team secured the victory.



Lady graduates at the Hongkong University are here seen in a race at the sports last Saturday. Miss A. Wood was the winner. (Photo: Ming Yuen Studio).



Mrs. Dunbar leading in Lobster Bay (Mr. Soares up), winner of the Mount Davis Stakes last Saturday. (Photo: Mee Cheung).



Mr. Ho Kom-tong leading in President Hall (Mr. da Roza up), winner of the First Aggregate Stakes last Saturday. (Photo: Mee Cheung).



A good action picture of putting the shot, taken at the University sports, held last Saturday. (Photo: Ming Yuen Studio).



## FRANCE THREATENS U.S. CAR EXPORTS.

Paris, Feb. 18.—American automobiles will practically be driven off the roads of France if two bills now before the Chamber of Deputies become law. They call for increased tariffs that will completely jam the growing traffic of American cars here.

Both bills are government measures and stand an excellent chance of being passed unless the protests of American automobile companies bring modifications, or threats of a widespread tariff quarrel between the two countries convince political circles that the throttling of one American industry will sharply react unfavourably to France.

The first bill to be filed calls for raises of from 40 to 150 per cent. on the duties of all automobile parts imported into France. The

second bill, directed against foreign automobiles assembled abroad and brought into the country complete, stipulates increases in duties from 50 to 100 per cent. To meet these increases it would seem impossible for American firms to do business here.

The present duty on finished cars imported into France is 60 per cent. The 90 per cent. increase envisaged would bring the duty to the prohibitive figure of 114 per cent. This means that an American, or other foreign car which cost \$2000 at home would pay a duty alone of \$2280 for coming into France. With transportation charges and other taxes, the cost of the car delivered here would be at least \$5000, which would prohibit sound business.

## Suspect International Combine.

It is believed that the French action in proposing to increase duties on imported cars is linked with an international move, comprising Germany, Poland, Czechoslovakia, Switzerland and Italy, as well as France, to protect national automobile industries against the invasion of American cars. This movement has been organized by the federations of automobile manufacturers of these countries during the past few months and is designed to encourage protective measures in conformity with the commercial treaties of each country. While Germany aims to establish a yearly quota for imported cars, France would seem to be adopting the tariff system of protection.

A study of the bill raising duties on imported parts reveals that the duty on Ford motors would be boosted more than three times and that increase in parts on Chevrolets and Buicks, the chief exports of the General Motors Corporation, would range from twice to three times the present rate. The change is based on a specific or weight, rather than an ad valorem duty, which now is in force.

Ford and General Motors, the two American concerns affected most vitally by the new duties, have issued a joint protest. Taking as a basis the 17,000-odd American automobiles imported or assembled in France and Algeria during 1929, a valuation on them is placed at 637,500,000 francs. Of this sum a gross revenue of 406,000,000 francs goes to France, approximately two thirds of the total. Considering the American car in France as a single unit, each machine brings 14,290 francs in taxes to the French government, as against 4526 for each French car, or a total loss to the treasury for one year of 165,988,000 francs.

## Workers Would be Losers.

Workmen numbering 11,375 are now employed in American motor plants in France, which would be forced to close down if the new bills are passed. Unemployment and financial loss to workers would result.

Officials of all American automobile companies interested in the French trade have prepared memorandums aimed to arouse French opinion through an economic appeal and thereby block the bills. They point out that France would lose heavily in taxes and other fees if the bills are passed. More than 100,000 French owners of American cars would be compelled to pay enormously for spare parts and the value of their cars depreciate accordingly. This would hit the

French farmers because many work with American light trucks.

It is also estimated that 900 French firms handling the sale of American automobiles and spare parts would be entirely or partly ruined and they are with the American companies in bringing pressure against the bills.

On the other hand, French automobile makers, chiefly the Renault and Peugeot companies, are known to be behind the bills in order to escape the American competition which threatens their business. Citroen, maker of the "French Ford," would probably suffer by the bills because he buys many parts in America for assembly here. The automobile industry not directly concerned with American goods favours the protective measures and has been strongly supported by the French press.

## Fear Reprisals by U. S.

French exporters fear disastrous reprisals from the United States if the automobile bills become law. French manufacturers of silk, linen and other heavy export items to America, comprising exports far greater in value than American automobile imports, would be heavily hit if Congress altered its tariff bill to meet the French steps for protection in the one industry.

Ambassador Walter E. Edge has been conferring with representatives of American automobile companies and with officials of the French government and has assured the former that they will have ample opportunity to present their objections.

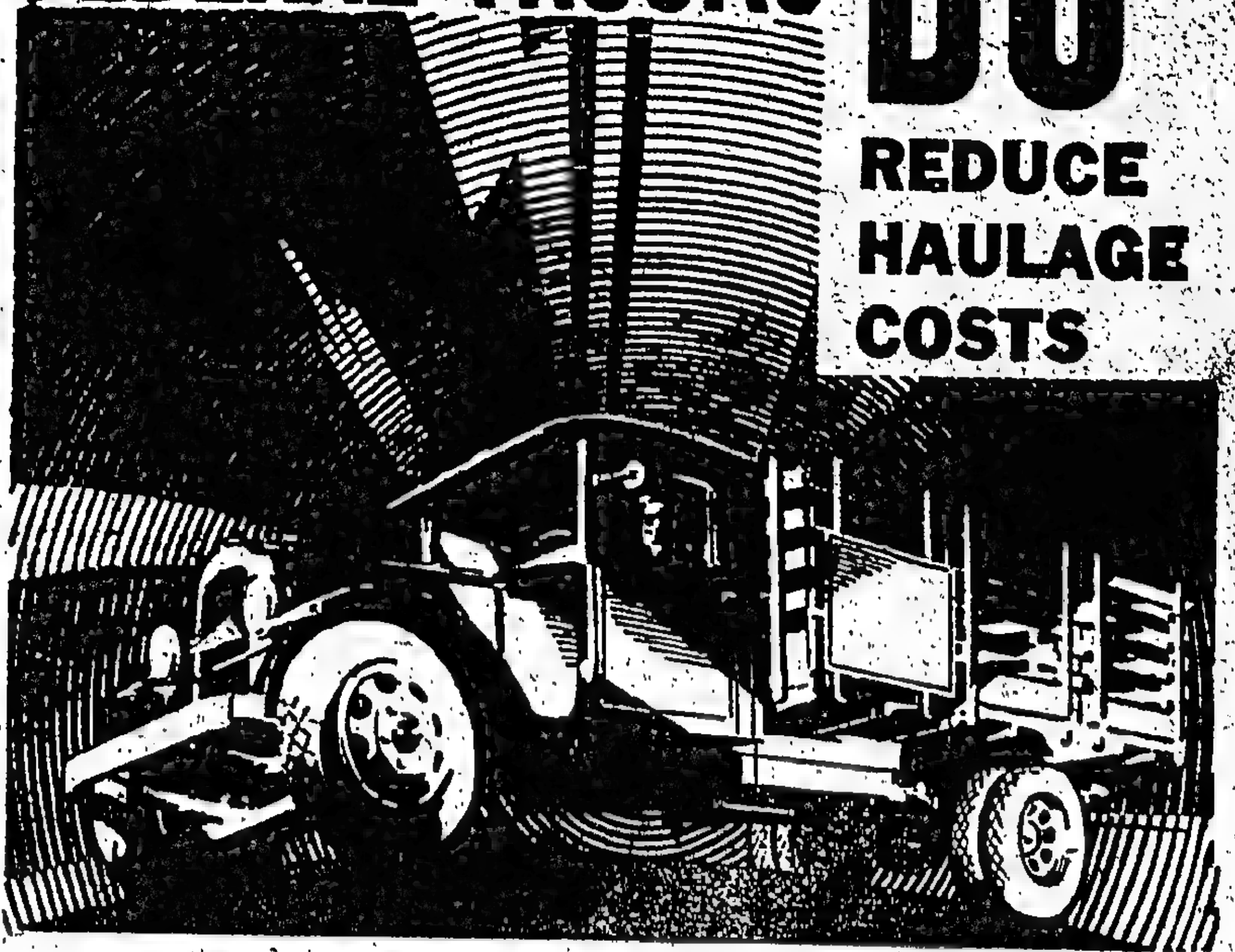
The automobile tariff bills present in many aspects a repetition of the effort to drive American movies from the French theatres. American producers are now permitted to bring in seven feature films to each French film bought by American interests, but the question is not yet definitely settled after long negotiation and the protective campaign of the French picture interests will be launched anew as soon as the French industry can begin to supply the demand.

It is believed, therefore, that the fight against the automobile bills means much to all American import business as a stand against French protection methods in general.

## TWO-CAR OWNERS.

According to a recent survey of the United States, over 20 per cent. of the automobile owners in the country maintain two or more cars.

## FEDERAL TRUCKS DO

REDUCE  
HAULAGE  
COSTS

For nineteen years, Federal has built trucks—and only trucks—with every part a truck part. Federal is reducing haulage costs for business men in all fields of activity where transportation is a factor.

Also, Federal's great line of motor trucks—the greatest in the world—makes it possible to exactly fit the truck to the job. Forty-three chassis, one to 7½ tons capacity, and more than 100 body-and-chassis combinations, offer every business man the right truck for the job.

Come in and let us tell you more about Federal. Come in and "Talk Truck".

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| Sport Roadster... | \$2,850.00 |
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## YEARS OF UNUSUAL PERFORMANCE

You can't beat Pontiac value at Pontiac's price.

The SERIES 6-30 PONTIAC BIG SIX gives you all the essentials of Big Car performance—power, speed, flashing acceleration, flexibility in traffic—at low first cost, and with sure economy throughout its long, useful life.

Lovejoy hydraulic shock absorbers add to your comfort. A non-glare slanting wind-shield makes night driving safer. An improved steering mechanism gives "finger tip" handling ease. And roomy, beautiful Fisher bodies assure unsurpassed style and luxury.

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Ask us to tell you  
**PONTIAC'S LONG LIFE STORY**

*If you should lift the body of every car*

in Buick's field—  
and compare the chassis—  
then you too would choose

*The New* **BUICK**

If you were to lift the body from the chassis of any one of a hundred cars—and compare the vitally important details of chassis design and construction—you would find Buick so outstandingly superior in all phases of fine car engineering that you would almost inevitably make Buick your choice. Here is what you would see in this famous chassis:

Buick's great new Valve-in-Head engine—developing 99 horsepower in the 124- and 132-inch models, and 80½ horsepower in the 118-inch models. Unapproached in sturdiness, all-round performance—ability, reliability and economy as well.

Buick's new Controlled Servo Enclosed Mechanical Brakes—providing smooth, positive, silent braking, with minimum pedal pressure. And—because fully protected against dust, dirt and water—operating at maximum efficiency in any weather.

Buick's new frictionless steering gear and new Road Shock Eliminator—twin advancements introduced by Buick. The Buick wheel offering effortless control throughout its entire turning range—and the new Road Shock Eliminator assuring complete freedom from annoying jolts and jares.

Buick's new, longer rear springs, and new

Lovejoy DualShock Shock Absorbers—front and rear. Combining to check both bound and rebound, and providing a degree of riding ease without parallel anywhere.

And, finally, such established Buick superiorities as the famous double-drop frame of toughest steel; the massive side and cross members reinforced at points of stress to insure greatest long life; the celebrated torque tube drive, Buick multiple-disc clutch, self-lubricating differential, and numerous other features.

When the list of Buick's chassis features—entirely aside from the irresistible appeal of Buick's new Fisher Bodies—reads like a roll-call of all that is soundest and best in fine car engineering; and when, in addition, you can buy a Buick for as little as \$1225, f. o. b. factory; what wonder that all comparisons lead to Buick! What wonder that more than 2,000,000 people have invested their money in Buicks—and that from two to five times as many are purchasing this new Buick as any other automobile priced above \$1200!

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WHEN BETTER AUTOMOBILES ARE BUILT... BUICK WILL BUILD THEM



## COMFORT IN "LOUNGE" BUS.



With its rapid growth as a passenger transport agency, the motor bus industry has gone in for luxury. The latest in such travel is shown here. This is a White bus, fitted luxuriously with overstuffed lounges, writing desk, radio and other features. It has space for 25 passengers. Ford cabinets take care of the passengers' hunger, and space is also provided for a porter.

## BOURNEMOUTH NOW.

Buys Thornycroft Buses.

### SIX-WHEELERS.

Bournemouth Corporation is the latest municipal authority to place an order for Thornycroft omnibuses.

Some months ago they submitted one to a lengthy test and as a sequel have now ordered twelve 32-seater omnibuses on the latest type of Thornycroft 6-cylindere forward-control chassis.

They are thus following the example of their near neighbours the Southampton and Portsmouth Corporations, who commenced operating Thornycroft omnibuses last year, but who purchased six-wheelers for larger capacity bodies. The exclusive feature of the Thornycroft six-wheeler design is the firm's patented suspension which ensures full movement of the rear driving axle without any distortion of the springs, an advantage which discriminating municipal engineers are recognising as one of importance in the scheme of maintenance economy.

## NEW GRANARY OF THE WORLD?

Adventurous Survey in Bechuanaland.

CROSSING LITTLE KNOWN DESERTS.

The development of a new granary of the world and a possible solution of the unemployment problem may be the ultimate results of an adventurous survey expedition composed of Rhodesian Government officials which has successfully crossed the little-known deserts of Bechuanaland by a British motor lorry.

For nearly 600 miles there were no opportunities to renew water supplies, and special tanks had to be fitted, both for engine cooling and for drinking water.

Engineers from the manufacturers were included in the expedition in order that they could ascertain exactly the requirements for long distance semi-desert transport. Many possibilities for commercial development of this almost unknown part of the world were revealed during the course of an extremely hazardous journey.

### An Empire Leaf?

It has been estimated that every quarter loaf made in Gt. Britain contains over 66 per cent. of foreign wheat, yet in Africa there lies land that could be made capable of producing huge quantities of cereals. General Gordon once stated that the Sudan could by proper settlement be made sufficiently fertile to supply the whole of Europe with wheat, and the north coast of Africa, it has been said, is capable of supplying the whole of the Caucasian race.

But hitherto the main difficulty has been that of suitable irrigation. It is believed, however, that the tract of land traversed by the expedition could very easily be made into a fertile and productive district by utilising the river Okavango.

### River That Disappears.

This remarkable river rises in the mountains of Central Africa and follows its course for a thousand miles, and after forming a huge delta in the desert simply disappears. It is the opinion of a small band of experts that beneath the desert, therefore, there is a practically unlimited supply of water which could be utilised for irrigation purposes.

If this proves to be the case there is no reason why a new agricultural community should not be started in the heart of this apparently arid stretch of land, which could be turned into a new Egypt of the south. Large numbers of settlers would have to be recruited from Britain, for there would be a tremendous amount of work involved.

The wonderful performance of the motor lorry used for the expedition is an indication of how transport difficulties, hitherto considered to be insurmountable, may be overcome.

### Preparing a Transport Service.

Although the lorry carried an extra load of two tons there was not a single breakdown or involuntary stop, save for one puncture.

Motor transport will be essential if this new country is to be developed, and the experience gained by the engineers from the British firm of lorry makers will enable them to incorporate further improvements, so that a transport service designed for long distance work on difficult ground will be available.

### GAS STATIONS BUSY.

Automobile and truck owners of Illinois spent more than \$200,000,000 for gasoline during the past year, according to the state director of trade and commerce.

## ROAD TEST.

Economical Run.

### DIESEL CAR'S SUCCESS.

Mr. C. L. Cummins, president of the Cummins Engine Company, Columbus (Indiana), travelled from Indianapolis to New York, a distance of 792 miles on one dollar and 39 cents' worth of fuel. The car he used was a standard chassis

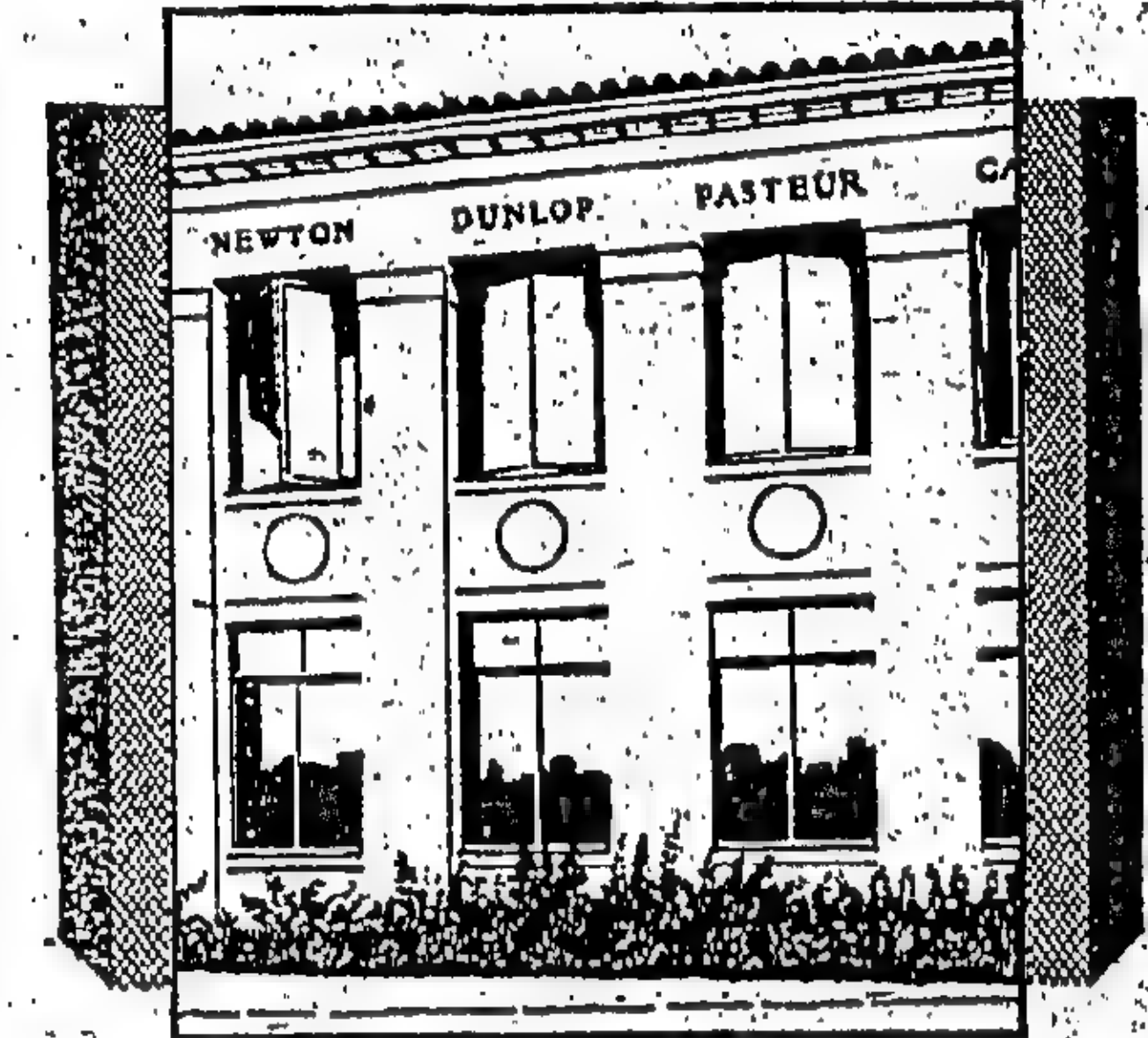
powered by a Cummins Diesel engine, and an average speed of over 31 miles per hour was maintained.

The engine is a four-cylinder, four-cycle Diesel type, with a final drive ratio of 2 1/2 to 1. A governor, which prevented speeds in excess of 55 miles an hour, was fitted, and the fuel consumption was 26 miles per gallon. Thirty gallons were used on the journey.

# Henry Ford

— pioneer, and one of the world's greatest industrialists, acknowledges world's debt to

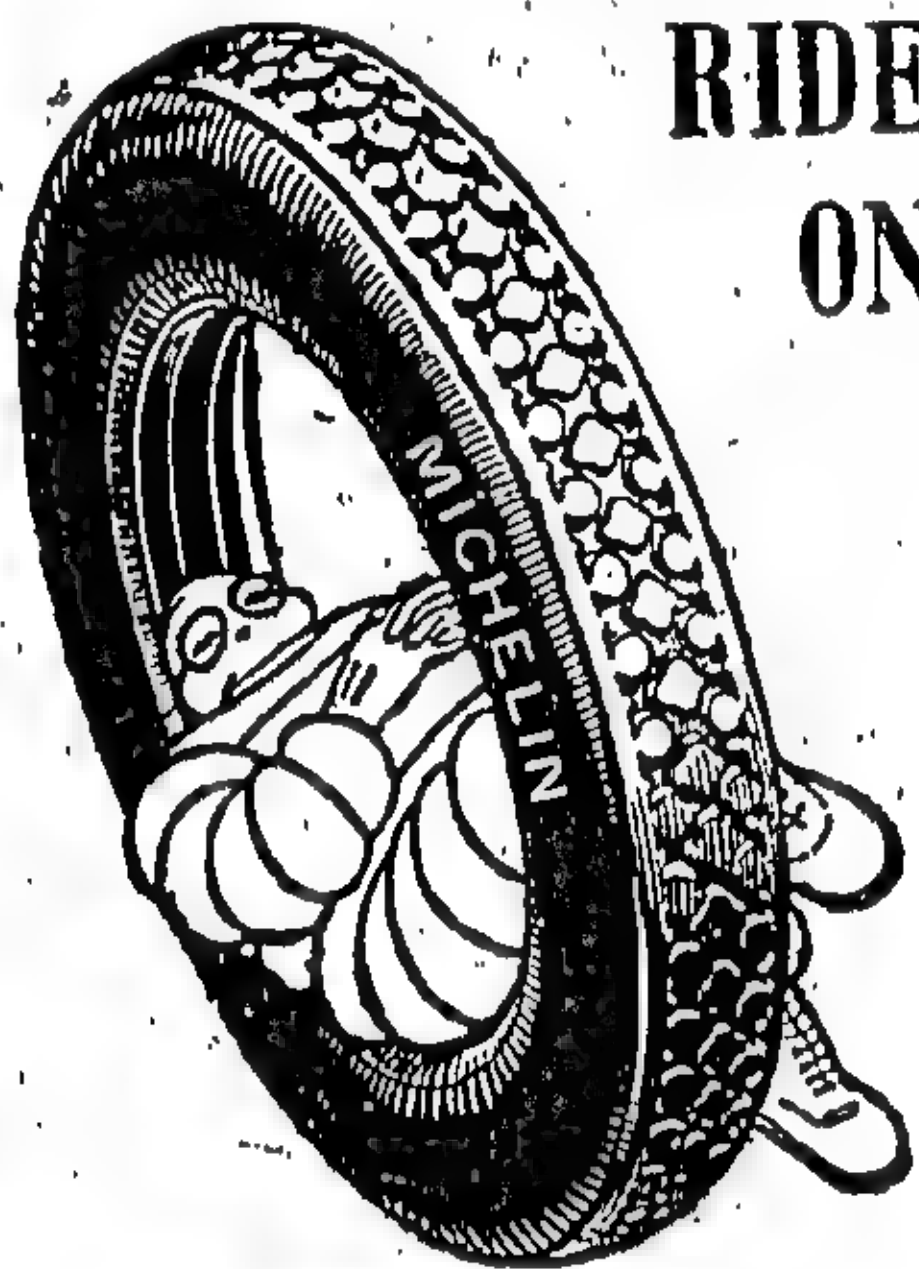
## DUNLOP



Engraved on the walls of the new Ford building in Detroit (U.S.A.) are the names of the world's greatest men, considered by Mr. Henry Ford as leaders in their own particular field. Foremost among them will be found the name of

# DUNLOP

The Pioneer of the Pneumatic Tyre Industry



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Tel. C. 4821.



## WILL MAKE MOST.

Ford and Chev.

### YEAR'S ESTIMATES.

According to estimates of motor production for this year, Ford and Chevrolet are likely to outnumber all other makes.

The Ford output for 1930 is expected to reach 2,500,000, out of an estimated total of 4,600,000. The production of Chevrolets last year was 1,350,000, and should this figure be equalled this year, only 800,000 cars would be left for other makes.

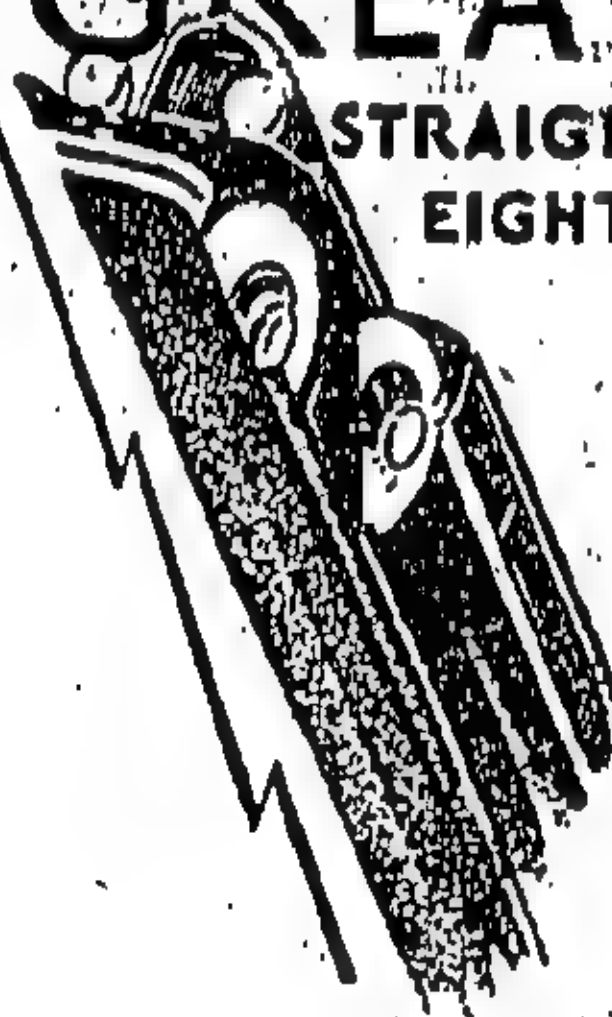
Orders for Fords to the value of 20,000,000 dollars were booked by the factory in the first week of this year.

The United States consumes 297,483,000 barrels of petrol a year. This is 76.2 per cent. of the world's total consumption. Europe consumes 14 per cent. of the total.

## MARMON

FOR 1930

FOUR  
GREAT  
STRAIGHT  
EIGHTS



IN FOUR  
GREAT PRICE  
FIELDS

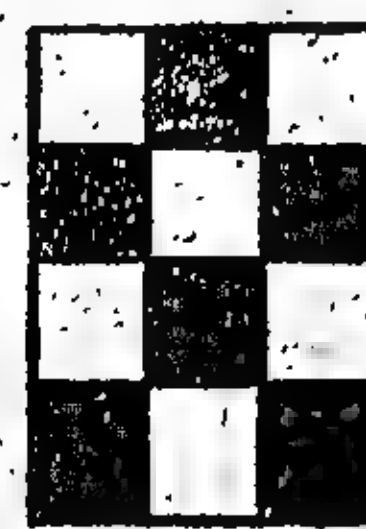
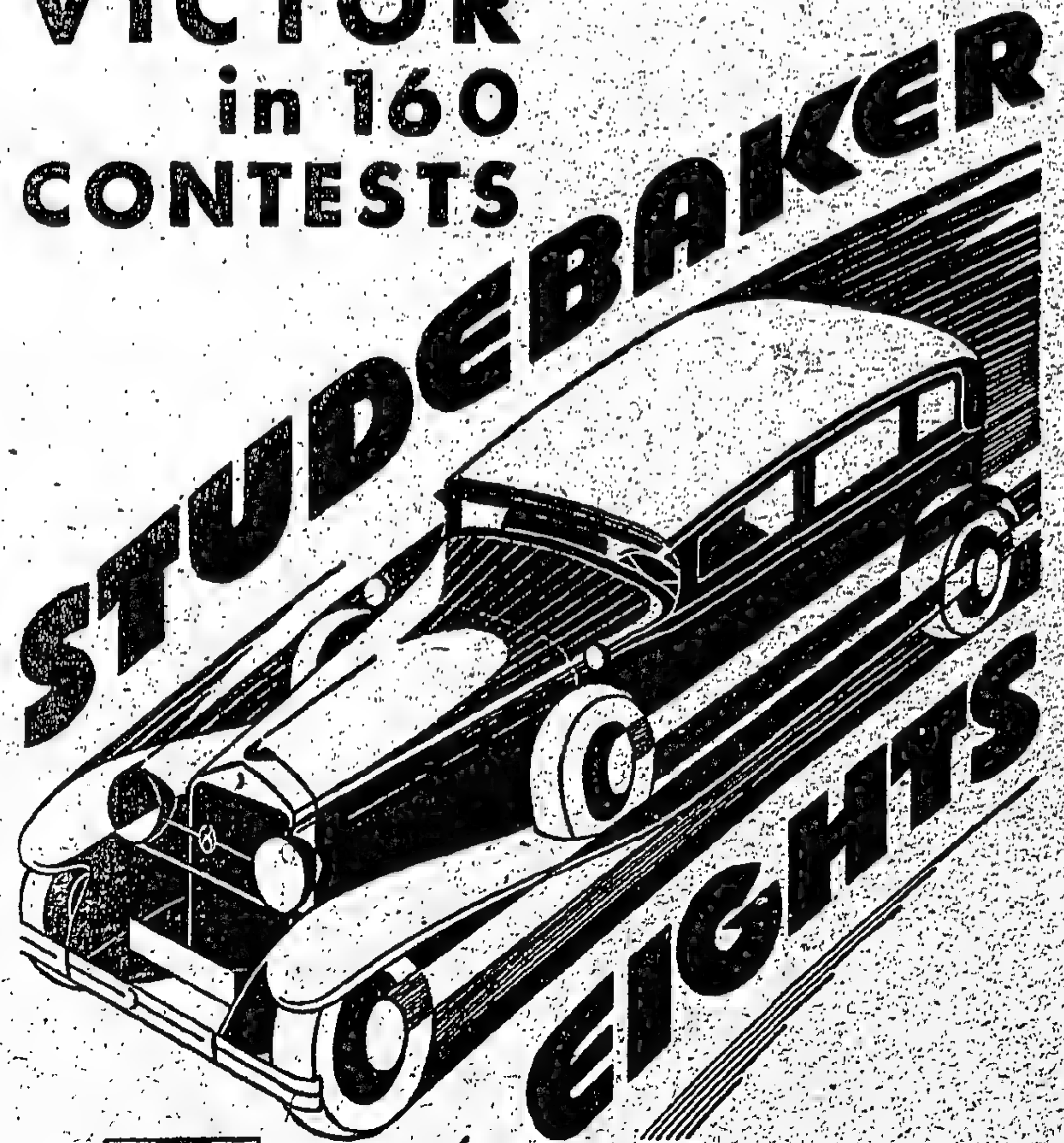
Marmon has the cars for 1930. If you want to see the most complete line of modern automobiles in the industry—call on Marmon. Every one is a straight-eight—the Big Eight, the Eight-79, the Eight-69 and the Marmon-built Roosevelt. High-price, medium-price, low-price. Efficient looking, but large and roomy. Style that's on the crest of the wave. Smooth, quiet Marmon-built engines that like hard work. Easy riding qualities that seem to resurface bad roads as you ride along. The five passenger sedan, in any model, really seats five—not four. Some of the other cars you'll see will match some of Marmon's feature—but no car can match all of them. And no manufacturer can match the fact that Marmon has built straight-eights exclusively for nearly four years—knows what to do about that type of motor, and does it—efficiently, expertly, and thoroughly.

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Performance—champion performance—makes motoring a joy instead of a job. Studebaker Eights have won 160 official records for standard model performance—more than all other cars combined. Champion Studebaker straight eights cost no more to buy or run than ordinary sixes. Studebaker's 78-year experience is your assurance of satisfaction.

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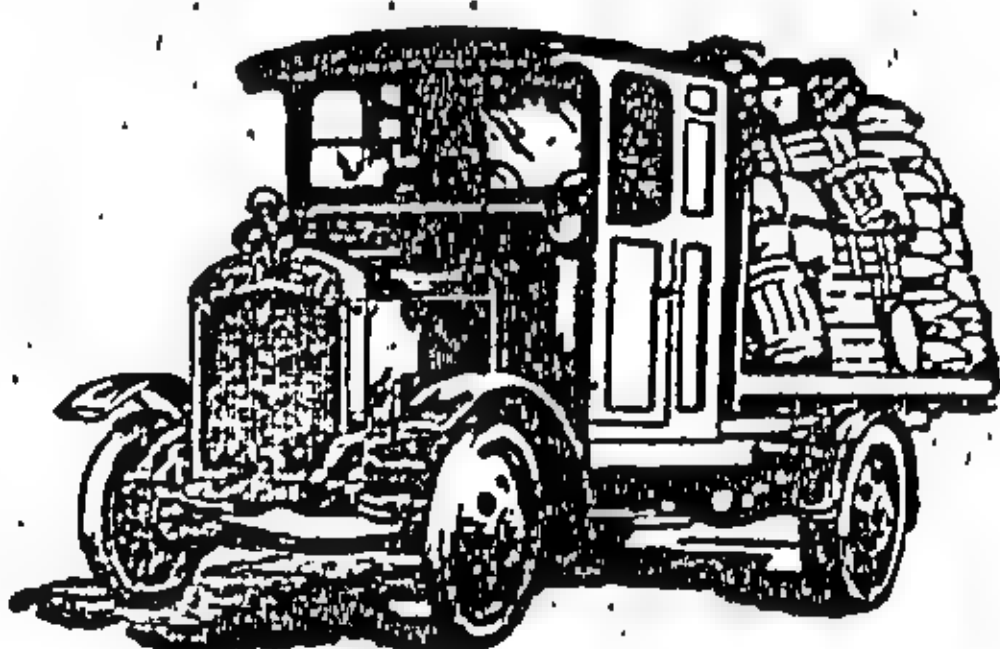
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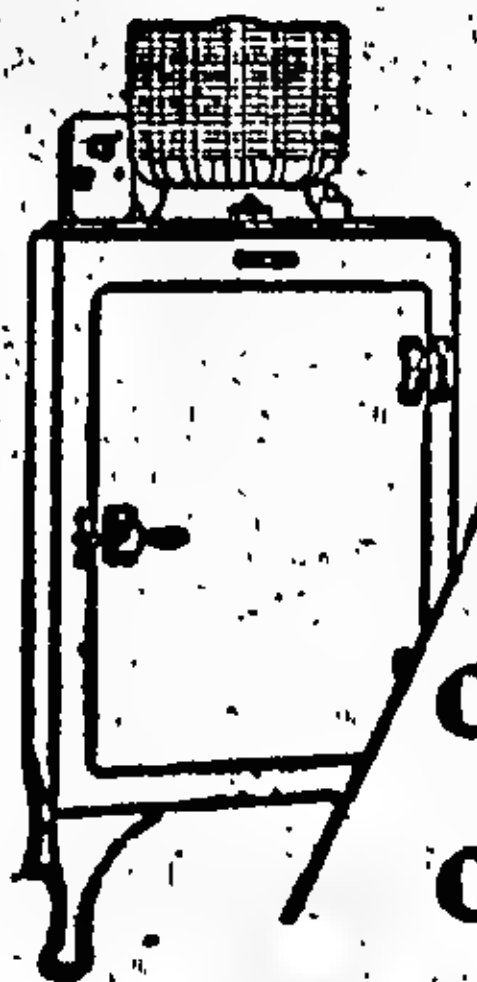
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yourself why General Electric Refrigerators  
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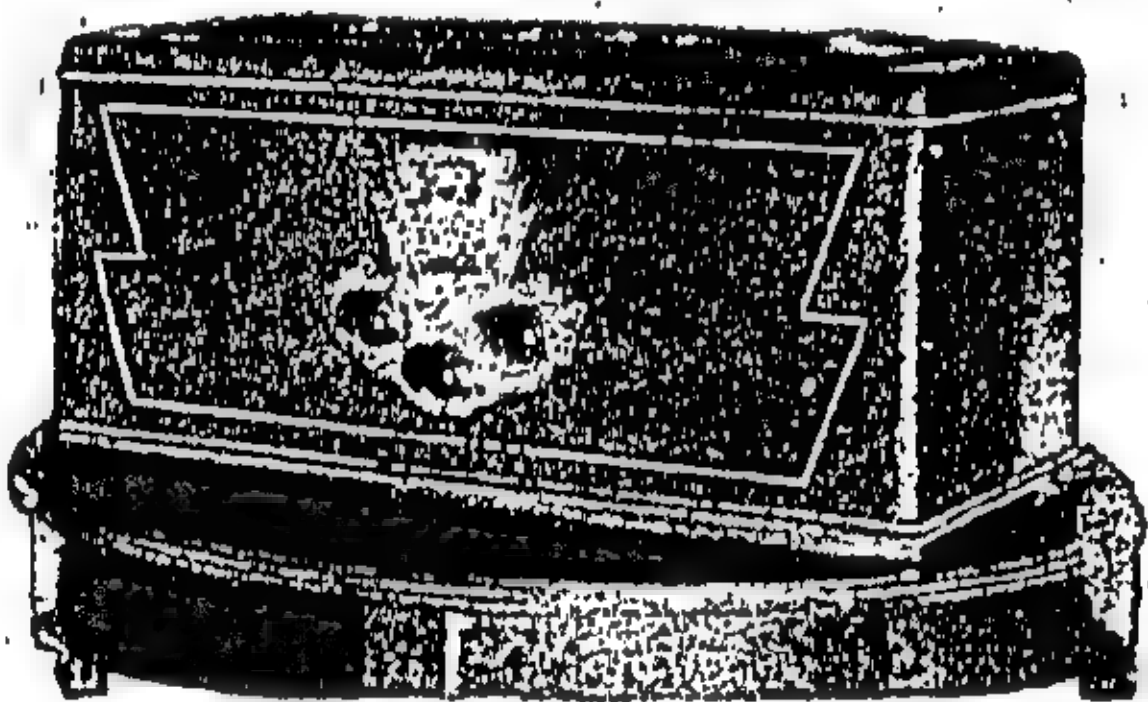
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**THE 1930  
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than two hours, and which works straight  
from the electric light socket.

Also in stock battery models.

Inspection cordially invited.

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## "CAT & BARREL"

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Gin in the world.

Insist on seeing this  
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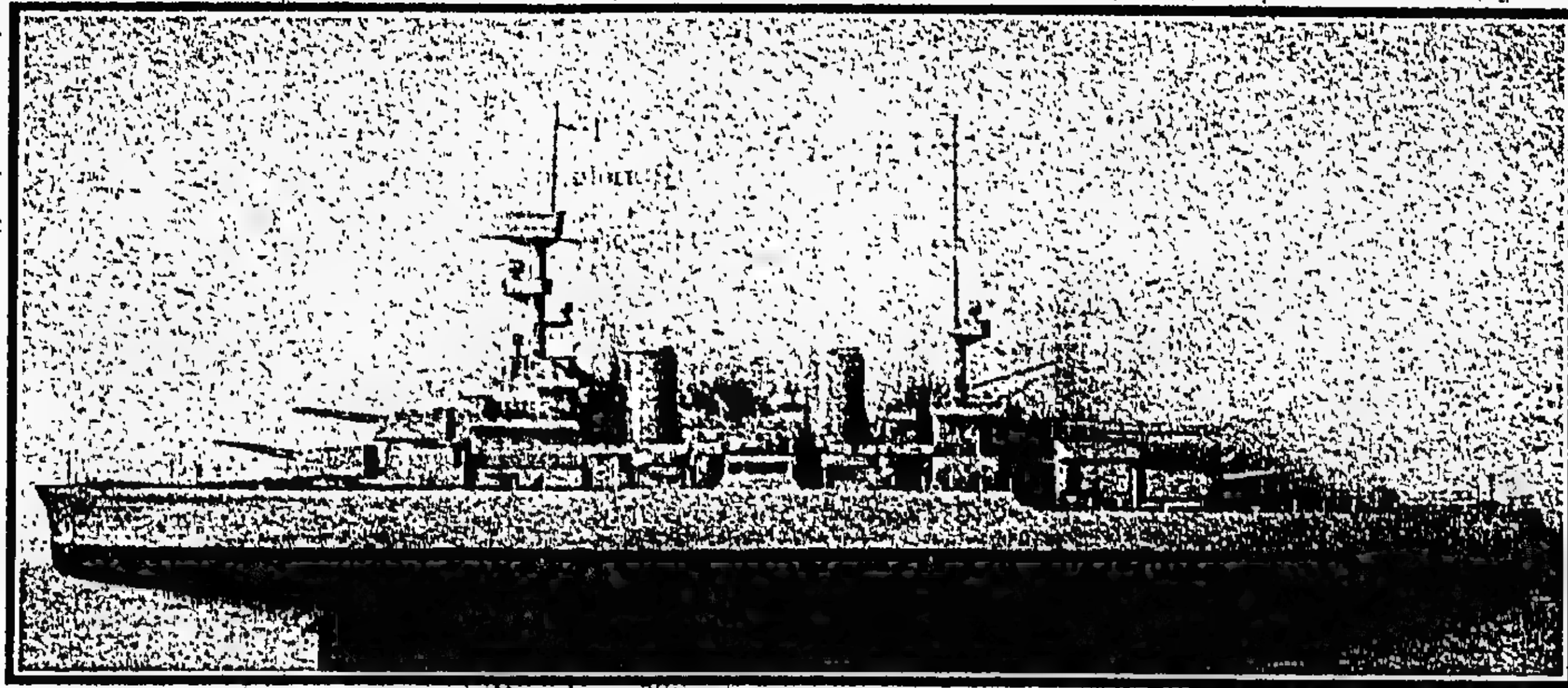
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Ice House Street.

### MODEL OF BATTLE CRUISER.



This photograph depicts a model battle cruiser constructed during his spare hours by Mr. P. Y. Lo. The hull is built of six teakwood planks in thickness of one inch each, screwed and cemented together on the bread-and-butter principle, gouged and shaped according to design. It measures 76" over all with a beam of 9 1/4" amidship and a mean draft of 3". The whole model including its machinery and super-structures weights approximately 30 kilograms. The armament, as it were, consists of 6-15" (in turrets), 8-5", 6-3 pounders, 6 machine guns, 6-4" anti-aircraft guns and 4 surface torpedo tubes. It carries also a catapult aft for launching aeroplanes. The motive power is given by an electric motor of the 6 volt and 2 1/2 ampere type and by a special gear arrangement the model is propelled by a set of twin screws which is capable of turning a speed of 2,400 revolution per minute.

### INSPECTION OF AIRCRAFT.

#### OFFICIAL SYSTEM CHANGED.

Changes in the official system of  
aircraft inspection and in the  
requirements for the issue of Certi-  
ficates of Airworthiness are now  
being planned by the Air Ministry.

The object in view is to release  
approved British aircraft constructors  
from some of the present crippling  
restrictions, and to place  
them in a stronger position to  
compete with foreign firms for the  
world's aircraft markets.

At present a firm desiring to  
build a new type of machine, or  
an old type incorporating funda-  
mental modifications, must first  
submit to the Air Ministry draw-  
ings of the machine. Before per-  
mission to build the machine is  
granted to the firm, the drawings  
are made the basis for a lengthy  
series of calculations, which may  
be made by the firm and submitted  
to the officials, or by the officials  
themselves, and which may occupy  
several weeks.

Modifications in the design may  
be demanded by the officials down  
to the smallest details. Civil ma-  
chines are classified in one of three  
categories, Normal, Aerobatic, and  
Special, and strength requirements  
for each category are laid down in  
black and white, and may not be  
departed from in the smallest  
particular.

Load factors (often incorrectly  
called "safety factors") must con-  
form to a table which, among other  
things, demands a factor of at  
least 1 in a limiting nose dive  
even for the largest machines.  
This is in spite of the fact that  
such machines are unlikely to be  
dived vertically for long periods.

Factors for small aircraft which  
may be used for aerobatics go to  
as much as 7 1/2; that is, the ma-  
chine is called upon to withstand,  
in certain circumstances, a load of  
7 1/2 times the normal.

The strength of the under-  
carriage is also laid down, and the  
controls must be of such stoutness  
that it is virtually impossible for  
a pilot, exerting his full strength,  
to break them. Thus the control  
stick must be able to withstand a  
pull or push of 150lb. at the top,  
and the rudder bar must be able  
to withstand a push of 300lb. on  
one side or of 180lb. on each side  
simultaneously.

The instruments and equipment,  
the engine, and engine mounting  
are likewise required to conform to  
certain standards.

It is generally conceded that the  
result of these restrictions, has  
been beneficial and has helped to  
give British aircraft a high reputa-  
tion for strength. But, now that  
the standards have been firmly  
established, it is thought that the  
methods of securing them can be  
simplified, accelerated, and made  
more elastic.

The aim is to do away with the  
Farnborough stress calculations  
and to hold a Resident Technical  
Officer responsible for seeing that  
the safety requirements have been  
met. At the same time these re-  
quirements are to be reduced so  
that they apply only to those parts  
of the machine which are funda-  
mental to its strength in the air.

The eventual aim is to take the  
classification of risks altogether  
out of the hands of a Government  
Department and to follow the ex-  
ample of shipping, where Lloyd's  
Register, in many ways, fulfils the  
purpose which is served in air-  
craft by the Certificate of Air-  
worthiness.

The result will be a notable re-  
duction in the time needed for  
producing a new type of aircraft  
without reducing the strength of  
British machines. In addition the  
aircraft industry will be less  
under the control of the Aero-  
nautical Inspection Directorate.

The new system is likely to take  
some time to put into full opera-  
tion, and even then it will apply  
only to a limited number of  
officially approved firms. All other

### COMEDIE FRANCAISE UPROAR.

#### INTERRUPTOR EJECTED AT A REHEARSAL.

The sacred soil of the Comedie  
Francaise was shaken by lively  
scenes when an interruptor had to  
be ejected during a rehearsal of  
Jean Cocteau's new one-act play,  
"The Human Voice." The giving  
of a work by Cocteau, celebrated  
for his novels "Le Boeuf sur le  
Toit" and "Les Enfants Terribles"  
and a short time ago the most ad-  
vanced of the "Avance Guardists"  
at the traditional home of  
French classical drama aroused  
not a little discussion and a good  
deal of jealousy.

Accusations of betrayal were  
launched by a group who still  
persevere in being "modern" at  
their former co-reformer in  
aesthetics. One of these belong-  
ing to a group called the Sur-  
realists, whose distinction, like  
Gertrude Stein's, is to be incom-  
prehensible, made an audible re-  
mark during the only scene, the  
whole of which consists of a lady  
talking over a telephone to her  
lover.

The remark, which contained a  
reference to a friend of Cocteau,  
was booed and applauded, the  
house containing about an equal  
number of the author's artistic  
friends and opponents. The in-  
terruptor, after having his hat  
knocked off in a scuffle, was even-  
tually induced to retire, and the  
performance was then continued.

The play, which is intended as  
a curtain-raiser, is likely to meet  
varying comment on its produc-  
tion.

Constructors will be made to con-  
form to the more lengthy processes  
at present in force.

### LAKE OF FIRE AT HILO ISLAND.

#### GROWING INTEREST IN HAWAII.

Honolulu, Mar. 20.

Live volcanos, primitive beaches,  
native villages are attracting more  
travellers to Hilo island, the largest  
in the Hawaiian group, than ever  
before.

The influx of visitors seeking  
native life atmosphere has caused  
the Kona Inn, now just one year  
old, to double its guest capacity.  
This hostelry is situated on the  
western coast of the island in the  
heart of the district where the  
Hawaiians live according to early  
customs.

On the other side of the island at  
Hilo, a corporation representing  
local and transportation interests  
has been formed to erect a modern,  
new hotel for the tourist trade.  
Hilo is the principal port for the  
island of Hawaii, and the second  
largest city in the entire territory.

The new hotel company is planning  
a \$300,000 structure to be erected  
on a spacious site on the seaside.  
Some of the prettiest tropical  
scenery in the islands is located in  
the district around Hilo, and along  
the Hamakua coast just north of  
Hilo is one of the richest cane dis-  
tricts of the Hawaiian Islands.

Better transportation facilities,  
including a daily airplane passenger  
service from Honolulu to Hilo, is  
a contributing factor to the increase  
of travel to this island.

Interest in the Kilauea Volcano  
crater, which has been threatening  
a new outbreak of lava is thought  
to be partly responsible for the  
popularity of the Big Island. Lava  
flows in Kilauea are confined to a  
huge firepit, a half-mile in diameter  
and 1200 feet deep. Volcanic ac-  
tivity transforms this steaming

### THE FUTURE OF THE ANTOIRO.

#### TO BE PRODUCED IN LARGE NUMBERS.

Regular production of the auto-  
giro will commence in the United  
States and Great Britain toward  
the end of 1930, according to Don  
"an de la Cierva, inventor of the  
device, who recently returned from  
a three months' trip to the United  
States. He stated that for 10 years  
he had been experimenting with the  
autogiro and that his invention was  
at last leaving the domain of the  
laboratory for that of practical  
flying.

Senor de la Cierva expressed  
himself as fully satisfied with his  
American tour, during which he  
showed the autogiro at the national  
air meeting at Cleveland, O. In par-  
ticular he appreciated the sym-  
pathetic attitude of the American  
people toward new ideas.

He said that while in Europe  
many people showed that they be-  
lieved in the success of his inven-  
tion, he did not get in the old Con-  
tinent the same whole-hearted  
support he had received in the  
United States.

Senor de la Cierva was much im-  
pressed by the rapid development of  
aviation in the States, though he  
was surprised at the lack of facili-  
ties for the running of air clubs  
such as are subsidized by the En-  
glish Government. But he believes  
that flying by private persons is  
likely to develop more quickly in  
America than in Europe, where the  
multitude of frontiers with their  
customs barriers form a serious  
hindrance.

hole into a lake of fire—a spectacle  
that attracts tourists and residents  
from all the other islands.

## THEN AND NOW!



WE USED  
TO SEE  
A LOT  
OF  
THE FLAPPER

NOW  
WE SEE  
HER  
THAN OF  
ANYONE ELSE



**NEW VICTOR  
RECORDS!**

for MARCH

and also—

- 21886 (You Were Meant For Me Broadway Melody.
- 21992 (Pagan Love Song My Heart is Blue.
- 22012 (Singing in the Rain Your Mother and Mine.
- 22041 (Got A Feelin' For You Low Down Rhythm.
- 22096 (Marianne Just You Just Me.
- 22104 (Too Wonderful For Words Steppin' High.
- 22154 (Return of the Gay Caballero A Tale of a Ticker.

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8, Des Voeux Road, Central.

(Entrance Ice House Street.)

Telephone C. 4648.

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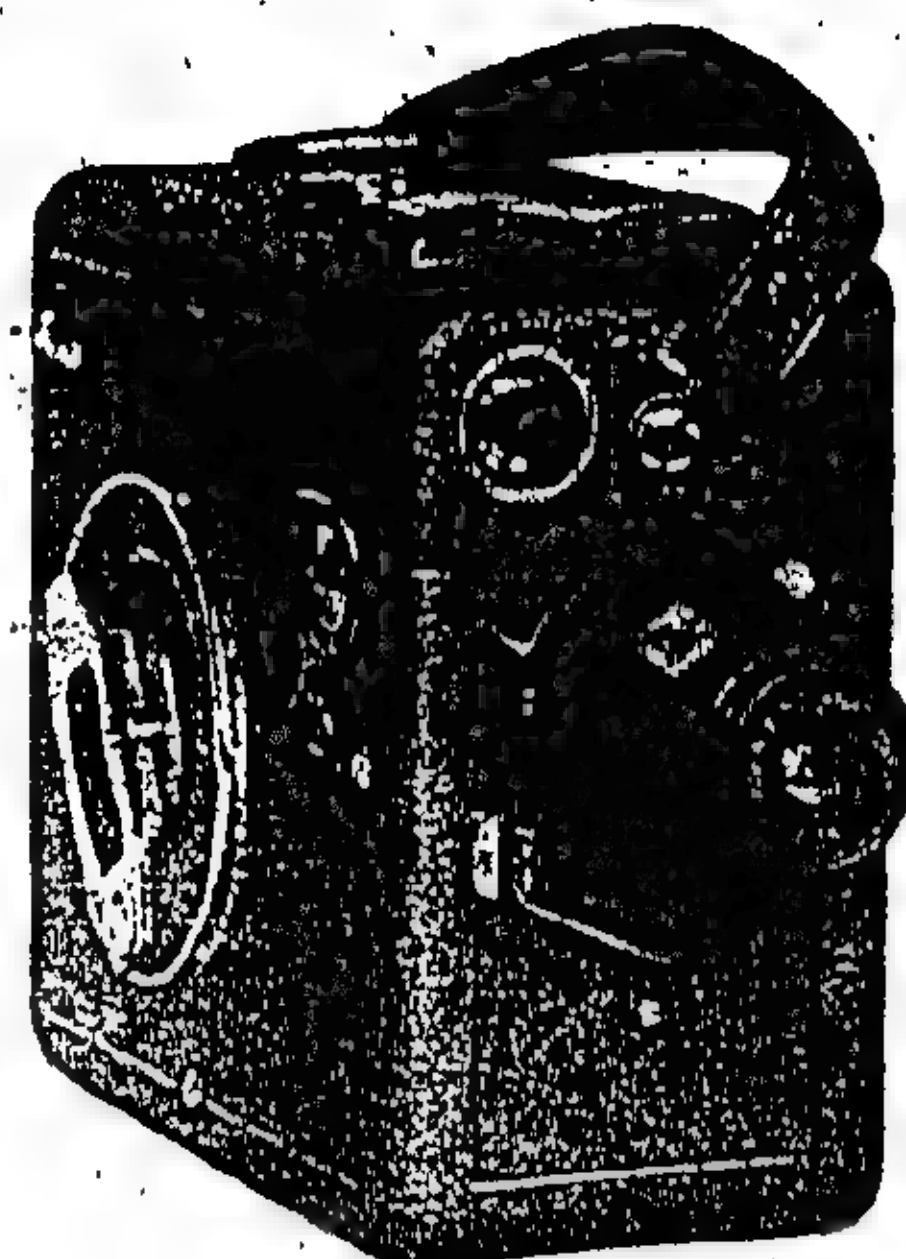
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Weight: 4½ lbs.

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DEUTSCHE FARBEN-HANDELSGESELLSCHAFT:

Walbel & Co.  
Prince's Building.

## PILOT'S MIND A BLANK.

### STRAIN OF FLYING WITH CONTROL JAMMED.

A remarkable story was told at the inquest at Kenley Aerodrome on Pilot Sergeant Fell, of the R.A.F., who was killed when he jumped from an aeroplane wearing a parachute which did not open.

Flight Lieutenant C. F. le Poer Trench said he saw Sergeant Fell flying round and round and realised that something was jamming his control in the back seat, and that the parachute or something was loose.

"I flew up alongside him," he said, "and made signs to him to perform certain evolutions which would drop the parachute out of the back seat."

The Coroner—But he ought to have known what to do?—Yes, but people do not always use their heads. He understood what I told him to do, and tried to loop, but did not succeed.

"Finally he made a sign to me that he was going to jump," said Lieutenant Trench. "I indicated to him to climb with me, and he followed me to a height of about 6,000 feet towards Epsom Downs. Suddenly he left me and dived about 4,000 feet. I saw him leave his machine with his parachute, but it did not open."

Later, he said, he examined the parachute and found that Fell had not pulled the cord to open it.

#### Mental Strain.

The Coroner—Can you imagine how the parachute in the back seat came loose?—It is an amazing thing. Experts have tried to pull the parachute out of the seat in different ways but did not succeed. The control was jammed by the parachute or a cap.

Squadron Leader B. E. Baker said that the parachute was strapped in in accordance with normal procedure.

The Coroner—Since it became loose, the normal procedure must be bad.

Dr. W. S. Stalker, R.A.F., said he thought that the long mental strain and then the sudden loss of

## ALOHA FESTIVAL

### GREAT PREPARATION IN HONOLULU.

Honolulu, Mar. 20.

Society leaders, school children, native entertainers, community organizations, and army and navy officials in Honolulu are all working together to celebrate Hawaii's first annual Aloha Festival of Flowers and Song to be held in Honolulu, April 9, 10, 11 and 12.

The Honolulu Junior League is sponsoring the ball and costume festival that will open the festival on April 9. Honolulu's two largest hotels, the Royal Hawaiian and Moana, will be used for this event, which will be the outstanding social event of the entire year.

The singing clubs of the various islands will compete in an Hawaiian music contest on April 10, and in the afternoon the Honolulu schools will appear in an international pageant.

An exhibition of Hawaii's flowers, including floral treasures from private gardens, will be held by the Outdoor Circle on April 11. That evening an outdoor historical pageant of old Hawaii will be staged by costumed native actors, musicians and dancers.

Honolulu harbour will be the scene for the main event of the Aloha Festival on the closing night. This will be an illuminated floral carnival afloat. Floral ships, musical barges, illuminated native canoes, and floating orchestras will be featured in this aquatic, musical flower pageant. Lighting effects will be supplied by army and navy technicians.

During the period of the festival, the Hawaiian islands will have the natural decorations of flowers and flowering trees in bloom at that time.

control of his machine caused Fell to lose control of his mental faculties. That would account for his not pulling the cord of his parachute. His mind had become a blank under the long strain.

The Coroner said he thought the parachute in the back seat could not have been properly strapped in and the controls were jammed.

The jury returned a verdict of accidental death.

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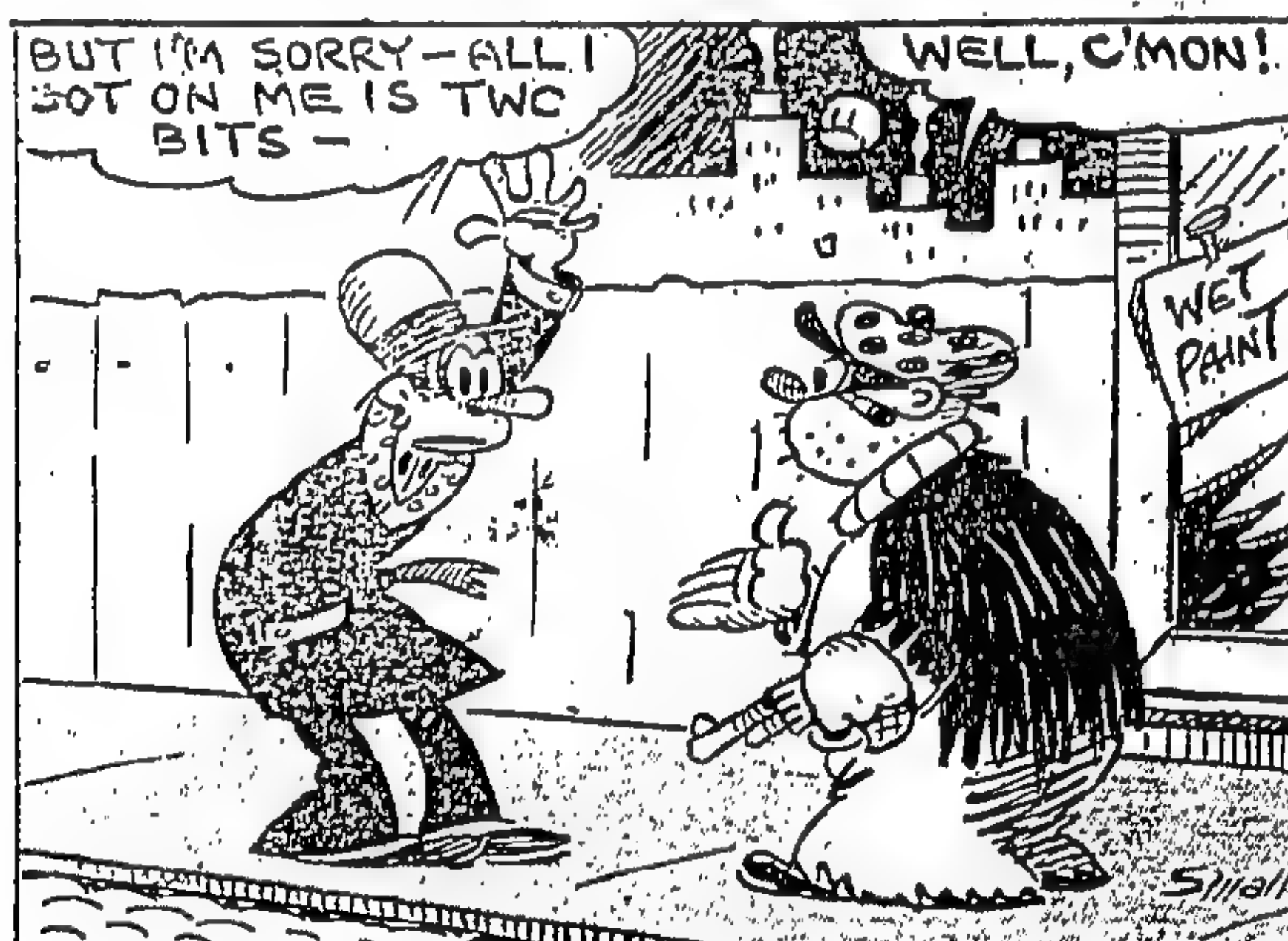
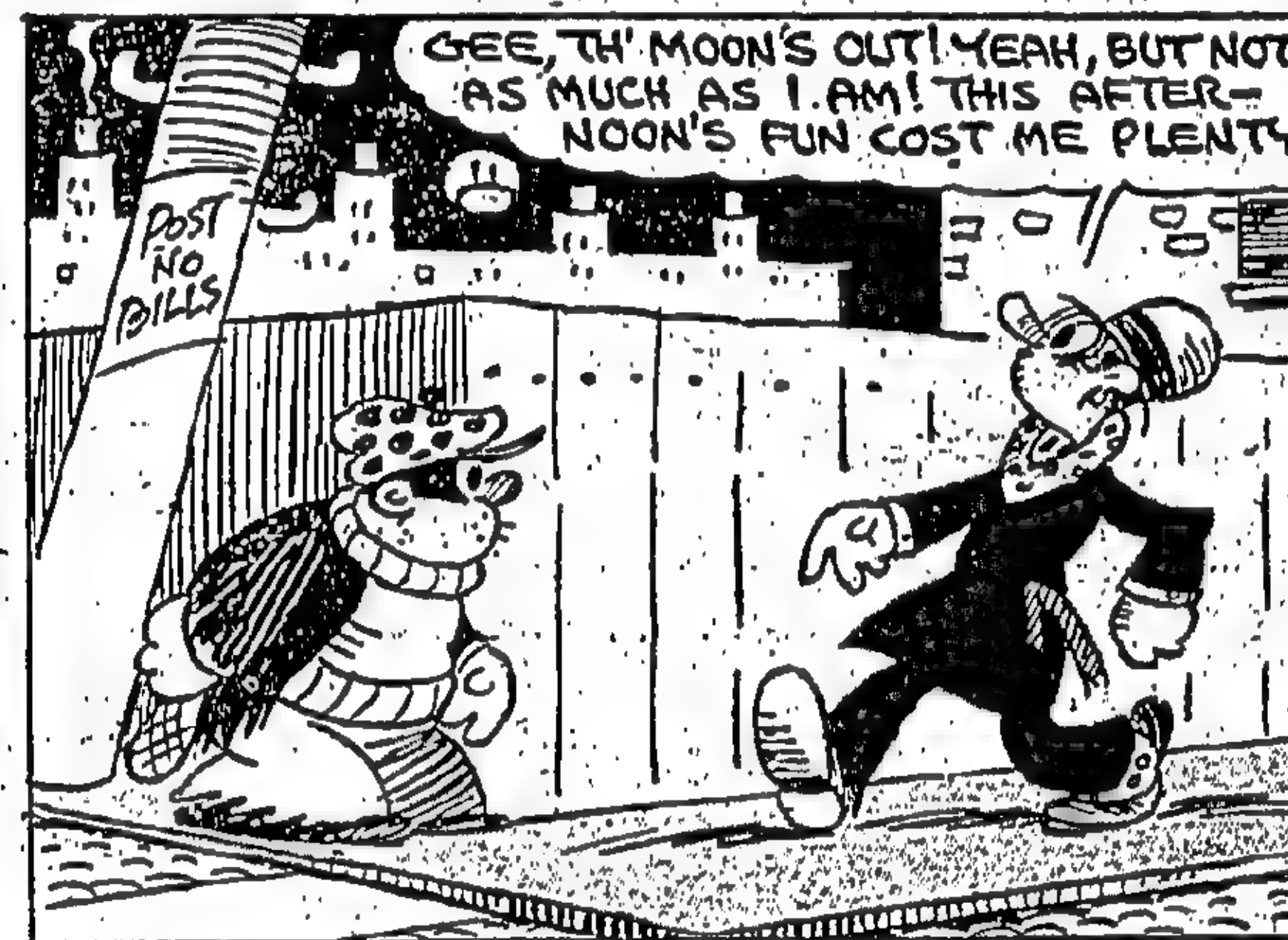
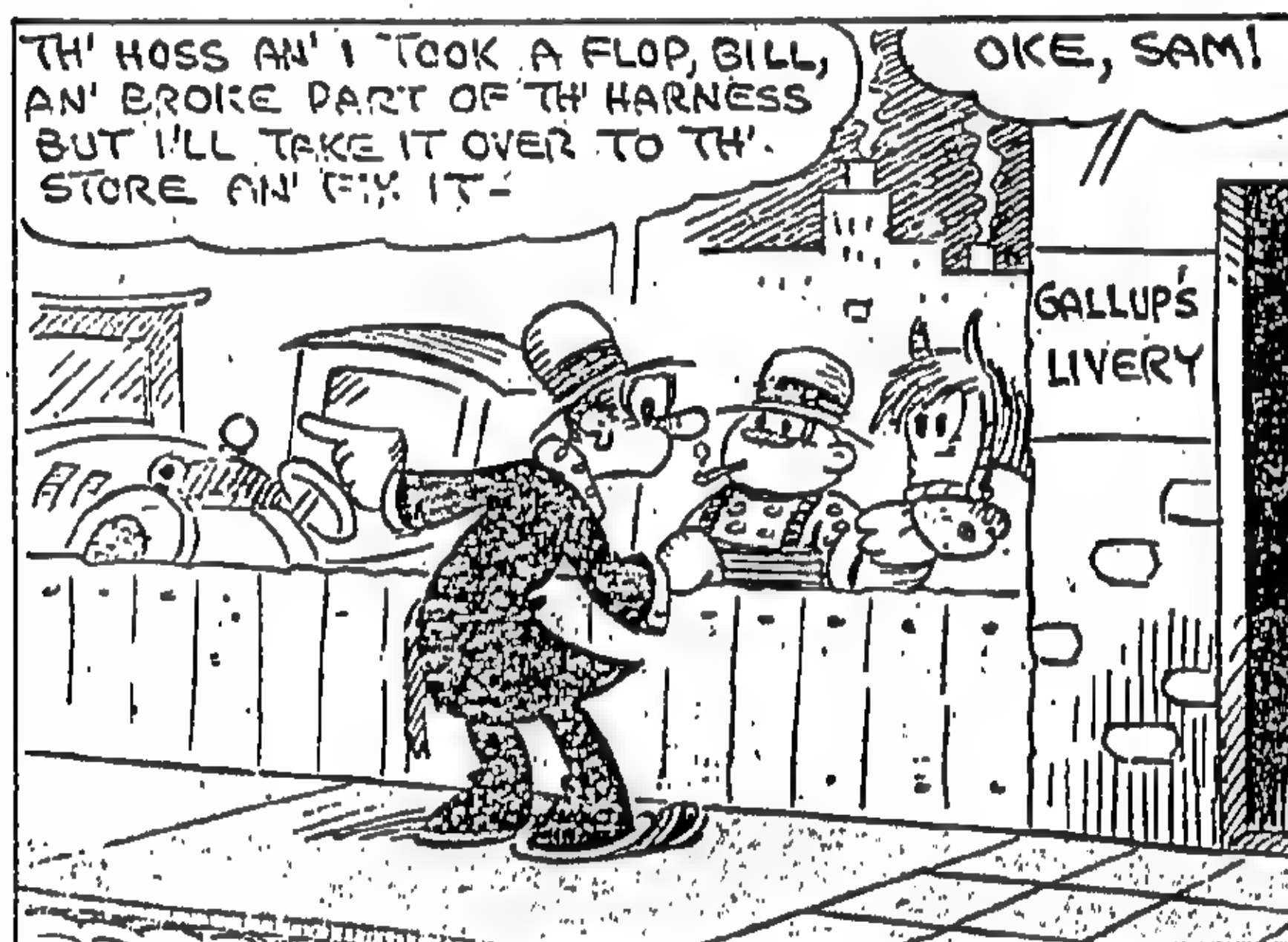
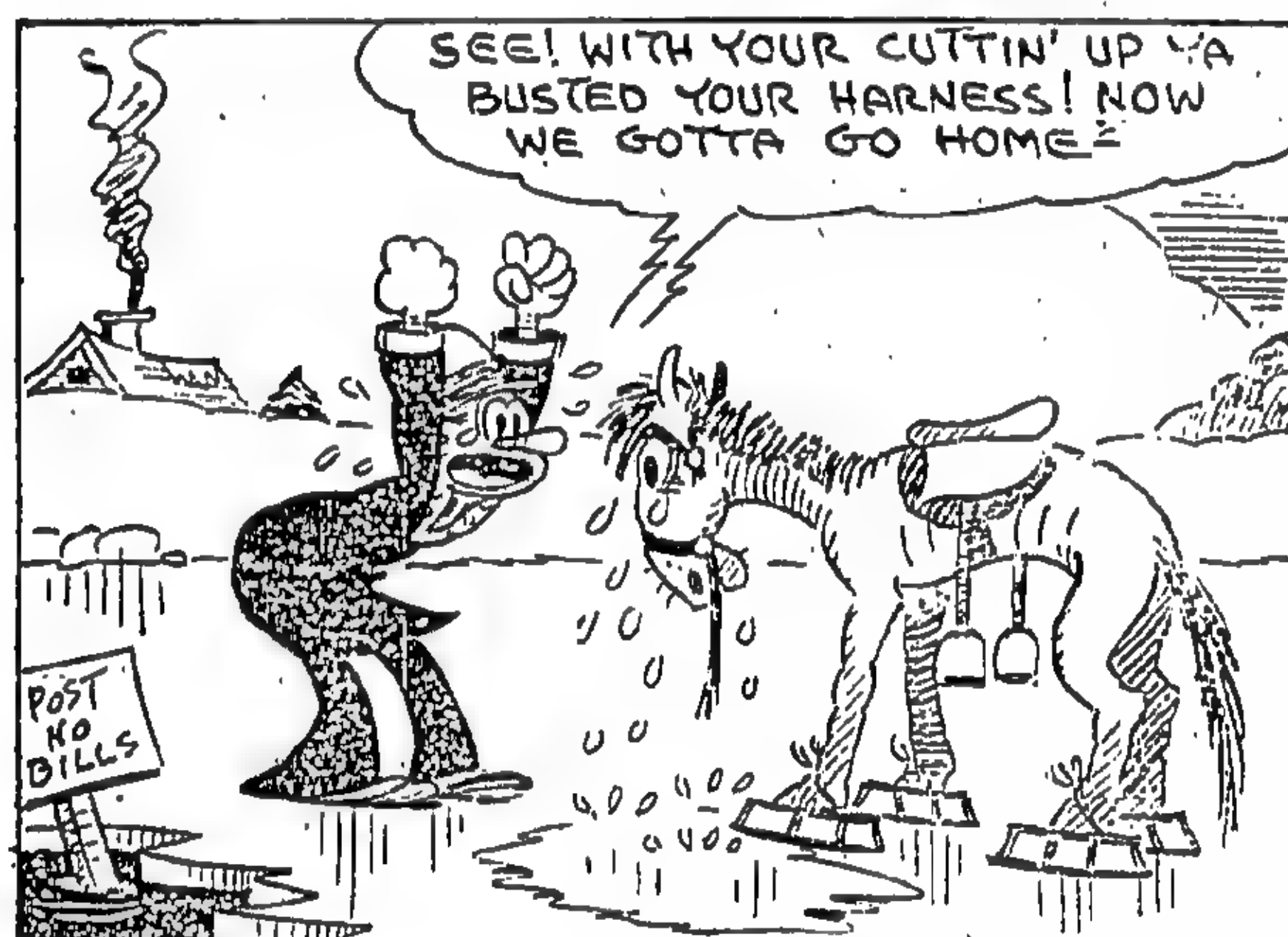
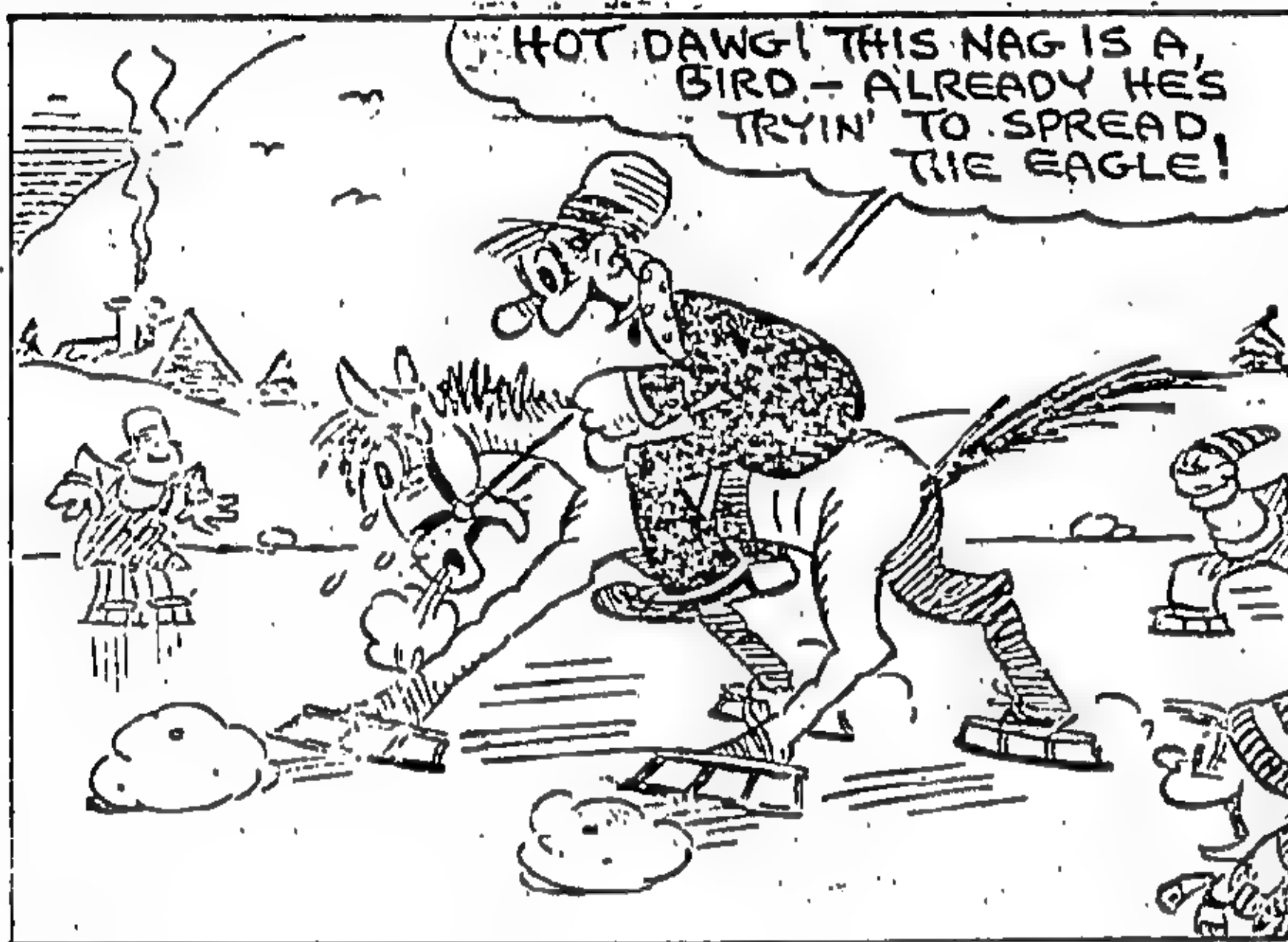
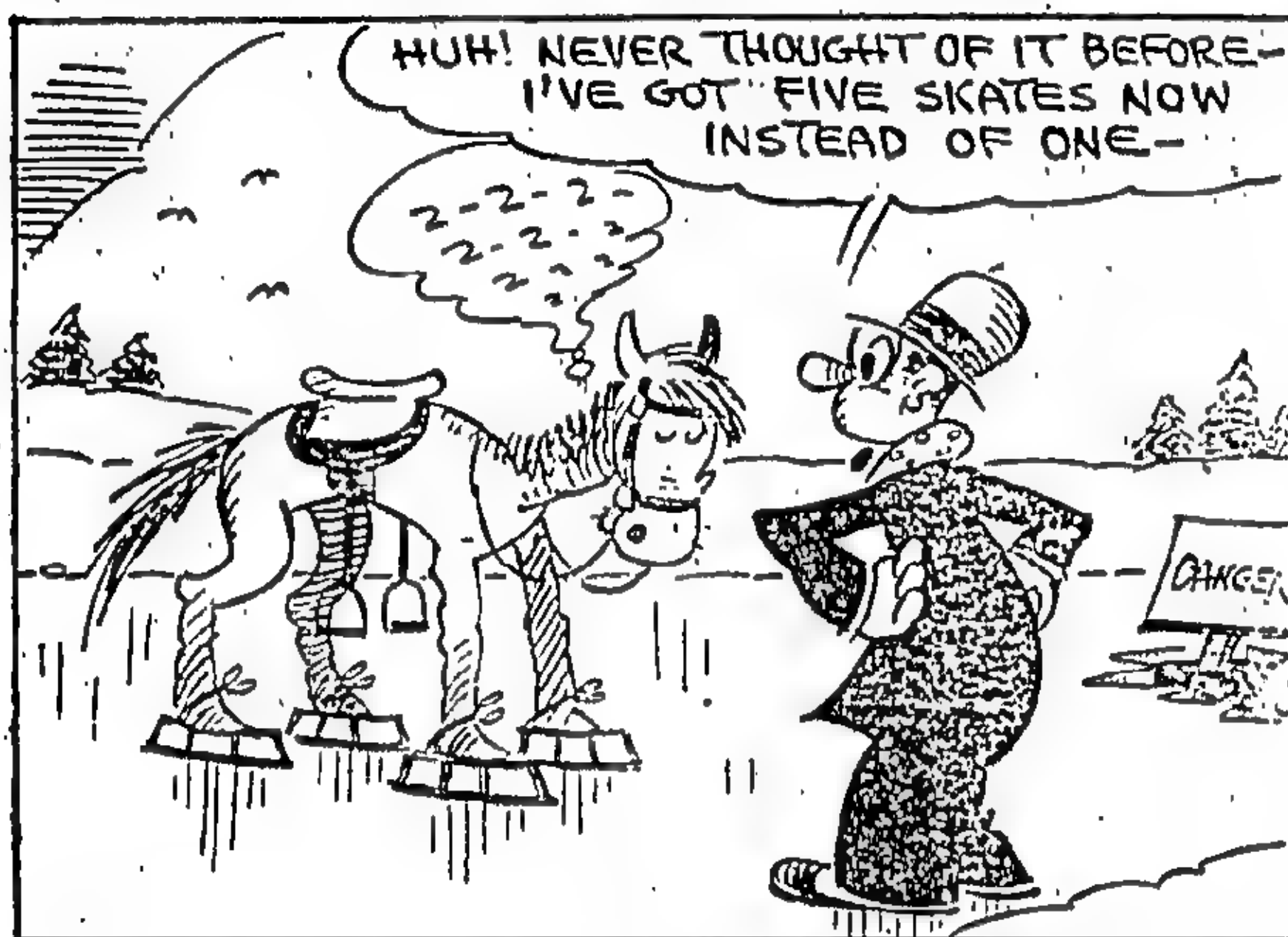
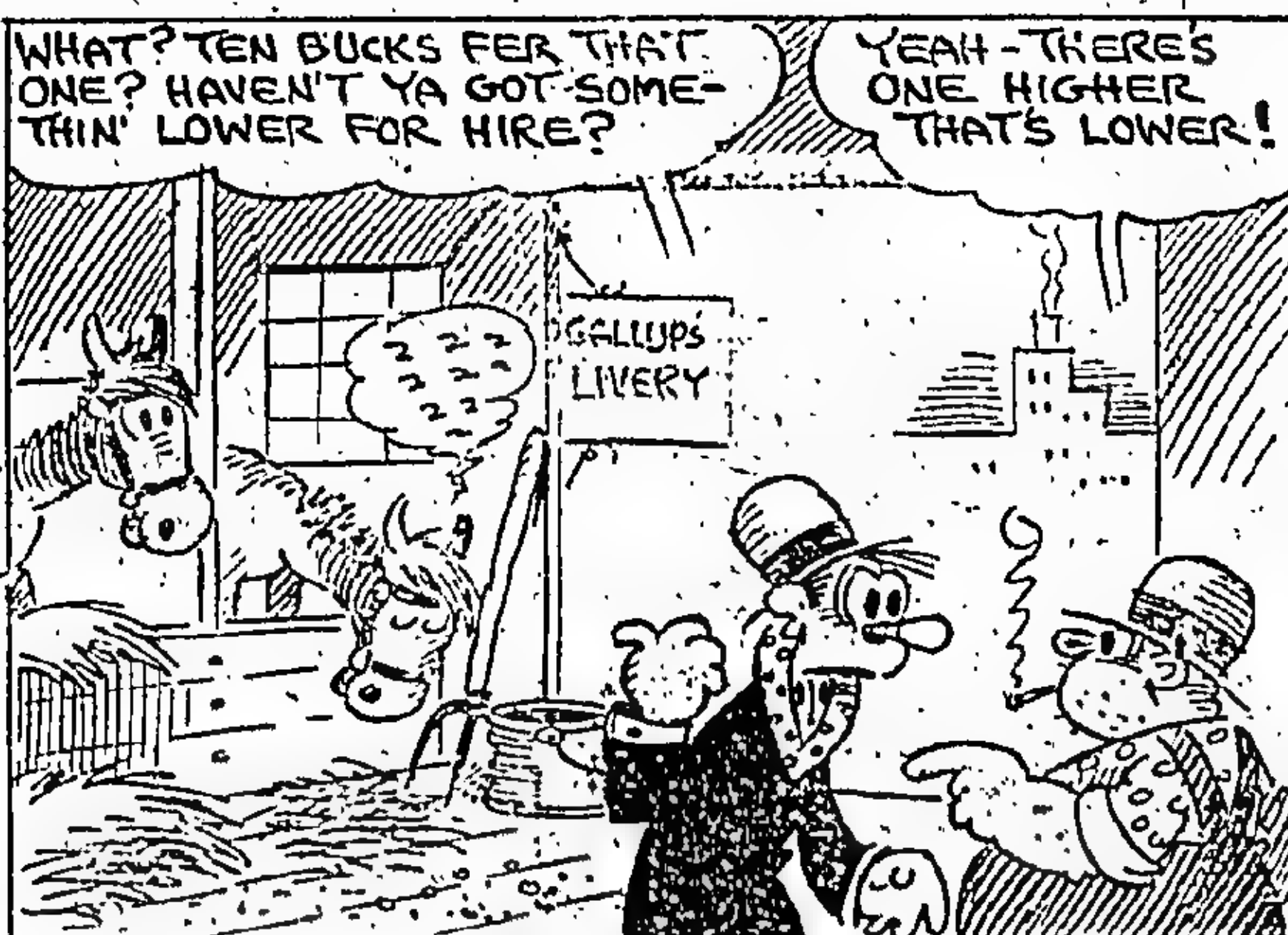
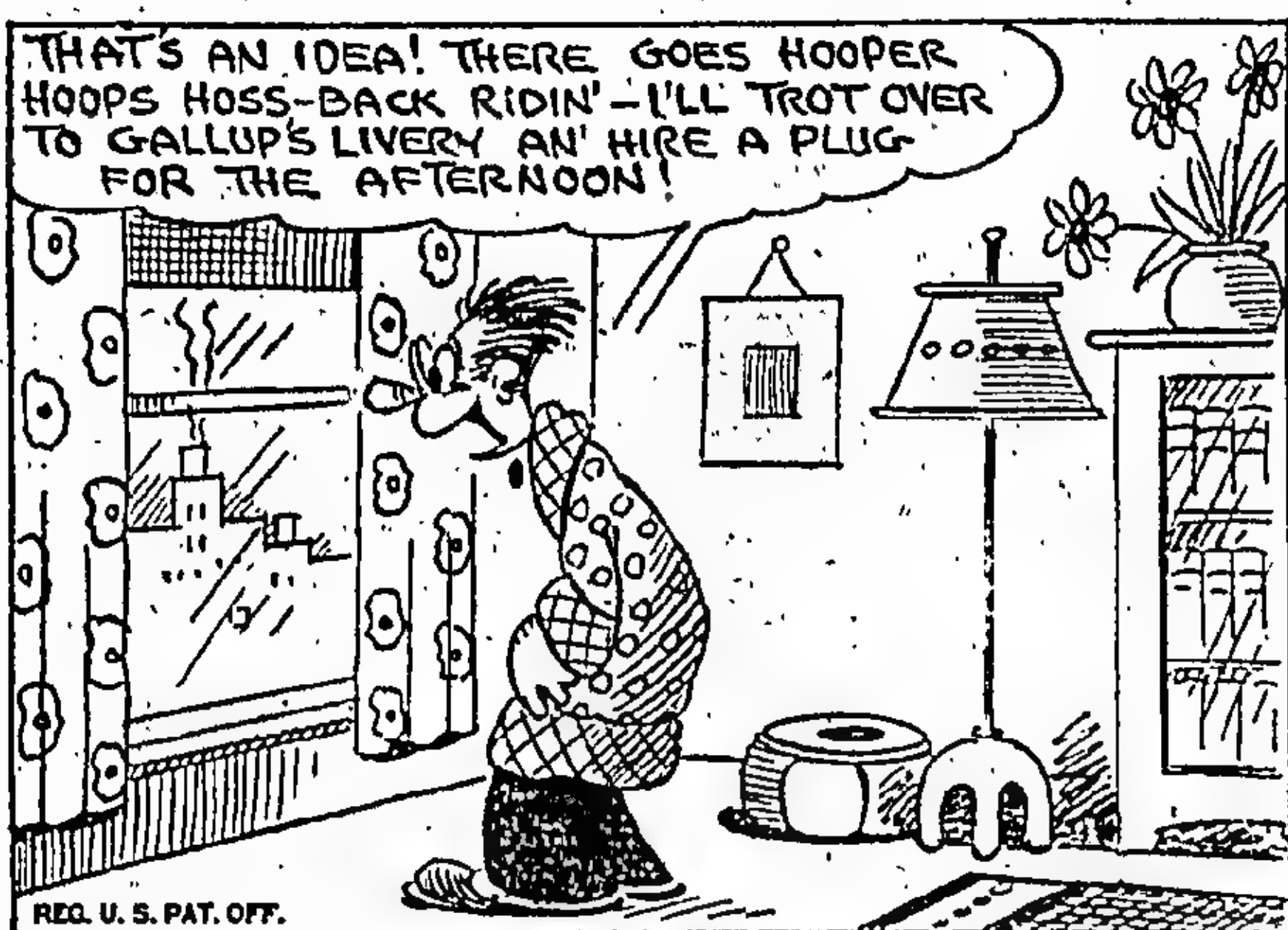
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# Murder Backstairs

BY ANNE AUSTIN  
AUTHOR OF  
"THE ACQUINO PARROT"  
"THE BLACK PIGEON," ETC.

BEGIN HERE TO-DAY.

Because he wants to observe Seymour Crosby, for certain sinister reasons connected with his profession, Detective Bonnie Dundee accepts Dick Berkeley's invitation to spend a week-end at the millionaire Berkeley's home. Crosby, social celebrity of New York, is engaged to Clorinda Berkeley, who is not in good luck with her father, who is bitterly opposed to the marriage, but her mother is determined upon it. Dinner is an unpleasant ordeal. Gigi, the fifteen-year-old daughter, freely criticizes her family to Dundee.

CHAPTER V.

The room to which Dundee had been assigned was on the third floor of the Berkeley mansion. Dick Berkeley, ushering him into it upon his arrival that Friday evening, had explained:

"Nobody but the servants and me up here. I chose my quarters for privacy. Sorry, but you'll have to use my bath, old man. Your room is really what Mother calls my 'den,' but the couch is comfortable. Mother wanted you to have one of the lordly guest chambers on the second floor, but I thought you might enjoy a little bachelor peace and quiet. The bathroom's on the east, extending the length of the house; otherwise there's nothing clear across the front but my rooms. I don't think you'll mind the servants. They turn in fairly early, all except old Wickett, the butler, and use the backstairs."

Now, as Dundee plodded rather wearily up the winding marble staircase, his mind was a jumble of half-formed forebodings of he knew not what, snatches of strange conversation, distorted pictures. A queer, mad evening. A nightmare reaching its crescendo in that terrible moment when Mrs. Berkeley's broad palm had left its mark upon Gigi's cheek. Funny, brazen, impudent little Gigi! But she had not deserved that!

His hand, slipping along the cold marble balustrade, suddenly encountered something soft and living and warm. Startled, he looked down as little brown fingers curled about his.

"Gigi!" he whispered, and bent over to stare at the forlorn little figure in incongruously gay pyjamas, crouching against the stair-head.

"I've been waiting for you to come up," she whispered, her voice catching on a sob. "Dick's not in his room, and I wanted somebody to put me and tell me what an awful little beast I am. I couldn't sleep," she confessed miserably.

Dundee rounded the stairhead and, protected from the sight of anyone below by the high marble balustrade, crouched beside her, cuddling the twisting little brown hands against his dinner coat.

"You do smell sickly-sweet!" she giggled faintly. Did you think I was terrible, wasting Abbie's perfume like that? Well, I wasn't! I was just— She broke off the confidence abruptly however; began on a new tack, her topaz eyes glowing like a cat's in the dim light from the third-floor hall bracket. "I wasn't just being mean then, but afterwards—after Abbie—slapped me—Oh, I did something perfectly dreadful! And now I'm so frightened I can't sleep!"

"Poor little, dear little Gigi!" he said tenderly, and lifted the small hands to his lips. "You can't have done anything perfectly dreadful, and of course you're going to trot off to bed right now."

"My!" she breathed softly, solemnly. "You kissed my hands, Bonnie Dundee! Just as if I were a grown-up young lady like Clorinda! I—listen!" she pleaded wistfully, "if you'll kiss my eyelids I bet I will go to sleep!"

He kissed the ecstatically fluttering lids very gently, but he did not kiss the soft, childish little mouth that quivered expectantly. After all, she was only 15.

She waited there, crouched against the stairs, until he had gone into his room and closed the door. Switching on the lights he found that a chambermaid had converted the couch into a beautifully made-up bed, and had left a thermos bottle of ice water and a napkin-covered plate of tiny sandwiches on the bedside table. Munching one of the dainty triangles, he went into the bathroom, tried the door leading into Dick's bedroom, and found it unlocked. He knocked, had no answer, then entered. The lights were on, but Gigi had been right. Dick Berkeley was not in his room, but he had been there very recently, for a thin, blue layer of smoke

still hung over an armchair, and an ash tray beside it held half a dozen cigarette stubs, deposited there since the chambermaid had turned down the covers of the bed. And in the room was a heavy odour of whisky and perfume.

"He can't have got far," Dundee said to himself, and frowned thoughtfully.

Suddenly his mind was made up. Regardless of the fact that Dick was his host, and that his host's love affairs were none of his concern, Dundee knew that if he could prevent it Dick Berkeley should not further annoy Doris Matthews that night. The girl feared him, despised him, and he was more than half drunk. There was his empty pocket flash.

Without forming any definite plan, Dundee hurried out into the hall. Yes, thank heaven, Gigi had gone to bed! He plunged down the stairs, his steps inaudible on the thick velvet runner.

In the 10 minutes or so since he had gone up, the house had apparently settled down for the night. In all the big front hall there was only one dim light burning, but as Dundee was crossing noiselessly to the drawing room there came the faint sound of a door opening, immediately followed by an angry, implacable voice:

"And that's my last word on the subject, Abbie! There'll be no engagement announced here to-morrow night! I'll not have my daughter marrying a wife-murderer!"

"Shut that door, George Berkeley!" Dundee heard Mrs. Berkeley's voice shrilling in the library. "Do you want Wickett to hear you? Now you listen to my last word—"

The library door closed, and Dundee was temporarily saved from the charge of eavesdropping. He hesitated, his plan to interfere with Dick Berkeley's amorous pursuits forgotten for the moment.

So George Berkeley suspected, too! Or did he more than suspect? Had he ferreted out, with the aid of private detectives, something that had not appeared at that strangely perfunctory inquest 18 months ago in London? But wait! Perhaps he had had no need of private detectives! Right here in the house was Doris Matthews, Mrs. Crosby's personal maid, whose testimony had figured so prominently in the inquest. Just what had she testified? Dundee knit his brows in an effort to remember clearly.

Then he shrugged. To-morrow he would have the resume of the case which Strawn had promised to mail that night. The Dick matter was the more pressing now. And he stepped softly into the dark drawing room. His goal was the buffet in the dining room. If Dick wasn't there, he probably wasn't in the house at all. Halfway across the room a light from the dining room made the going easier.

Wickett, the butler, stood at the big sideboard, counting silver spoons into a velvet-lined chest. He wheeled at some faint sound the detective had made, and peered frowningly.

"I was looking for Mr. Dick Berkeley, 'Wickett," Dundee declared himself.

"He is not here, sir. The wine was returned to the cellar some time ago, sir."

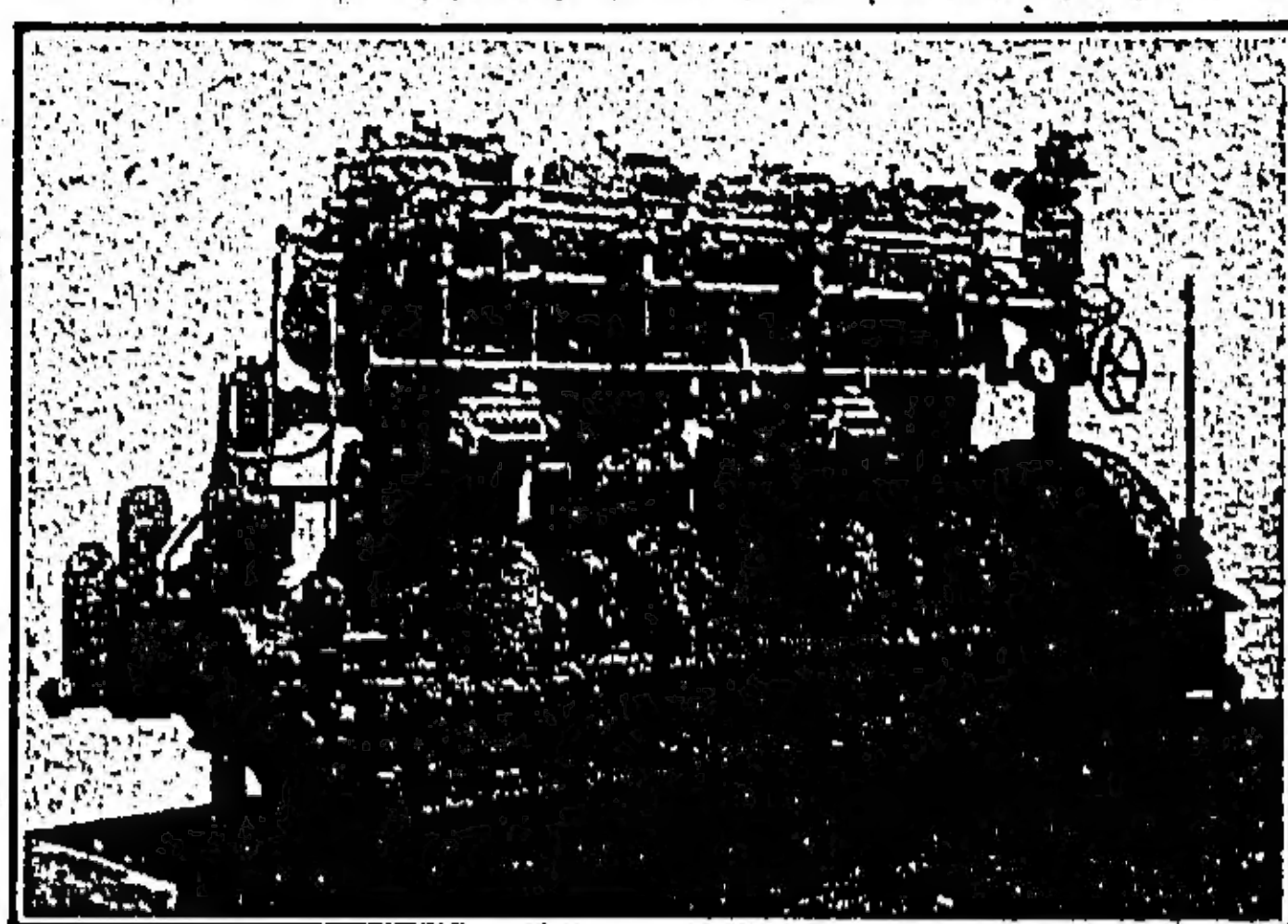
"Right, Wickett!" Dundee grinned, then protested as the butler was advancing dutifully to turn on the drawing room lights. "Don't bother! I can see well enough. But if you do see Mr. Dick, I wish you would tell him I very much want to see him before I turn in."

The butler, with a "Very well, sir," returned to his work, and Dundee threaded his way through the over-furnished, dimly lit drawing room. He was just about to step out into the hall when a faint, muffled cough warned him that someone was descending the stairs. Not relishing the idea of again explaining his presence on the darkened lower floor, he shrank back against the heavy silk brocade hangings, then, because he was a detective, and because that active sixth sense of his warned him that the person stealing down the stairs was as anxious to be unobserved as he was himself, he quite shamelessly peeped.

It was Clorinda Berkeley. Even in the dim light her tall slender body was unmistakable. And she was going out, stealing out, for she was wearing, over the wine-red velvet evening dress, a cape of gold tinsel cloth, trimmed with dark fur. His eyes quite accustomed by now to the dim light, Dundee could even distinguish the modernistic pattern of the batik silk scarf she was nervously pulling through her fingers as she tiptoed down the last steps of the stairs.

He waited, scarcely breathing, for he thought she must pass very

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WEIGHT INCREASED WITH SPEED.

Racing autogiros capable of top speeds of 200 miles an hour, yet able to land as slowly as the light autogiros of the present day, were said to be now within the range of possibility by Senor de la Cierva, the Spanish inventor, in a paper read before the Royal Aeronautical Society.

The curious fact was disclosed that the total maximum weight of autogiros increased very quickly with the top speed. A correctly calculated autogiro, with a top speed of 80 miles an hour, should not exceed 1,000lb. in weight, while for 100 m.p.h. the weight could be more than 2,500lb. A machine weighing 10,000lb. should be faster than 140 m.p.h.

Senor de la Cierva added that, if the obtaining of such a machine were worth the sacrifice of cost and simplicity, an over-powered autogiro could practically do everything the helicopter is supposed to do. It could take off in ten to twenty yards, climb at 40 degrees, have a minimum horizontal speed of 18 m.p.h. and the ability to descend vertically and stop dead on landing.

close to him on her way to the front door. But she did not leave by that door. She rounded the stairs, listened for a moment to the subdued clash of voices from within the library, then tiptoed down the hall toward the backstairs regions.

Dundee heard the door open very softly, did not hear it close. Apparently Clorinda was guarding her return, that it might be as noiseless as possible. After a minute of hesitation, Dundee followed her to that door, and listened. Very faintly came the sound of a chain being rattled, then still more faintly the sound of a bolt being shot back. Clorinda had left the house by the back door, which Wickett had already made fast for the night.

So Dick Berkeley was not the only member of that family who stole out to keep secret appointments? Whom was Clorinda meeting? Seymour Crosby? After all, they were engaged to be married, and their first evening together after weeks of separation had not been a signal success. But—they had not looked upon each other as lovers ardently desiring to be alone.

Half an hour later—a quarter to 12—when Dundee had had a tepid bath to induce sleep, young Dick, at least, had not returned from his rendezvous. Dundee shrugged wearily as he got into bed. Apparently the lovely little Doris had been quite willing to meet her mistress's son clandestinely, in spite of her seeming reluctance. Still—she certainly hadn't looked like "that kind of girl."

And hadn't Mrs. Lambert told Crosby that Doris was very happy in her engagement to Arnold, the chauffeur?

The next questions Dundee asked were spoke aloud: "Who's there? What is it?"

It was broad daylight and someone was pounding on his door and calling his name.

(To Be Continued.)

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Reserve Fund .....Gulden 40,000,000.  
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\* These offices have safe deposit boxes to let.  
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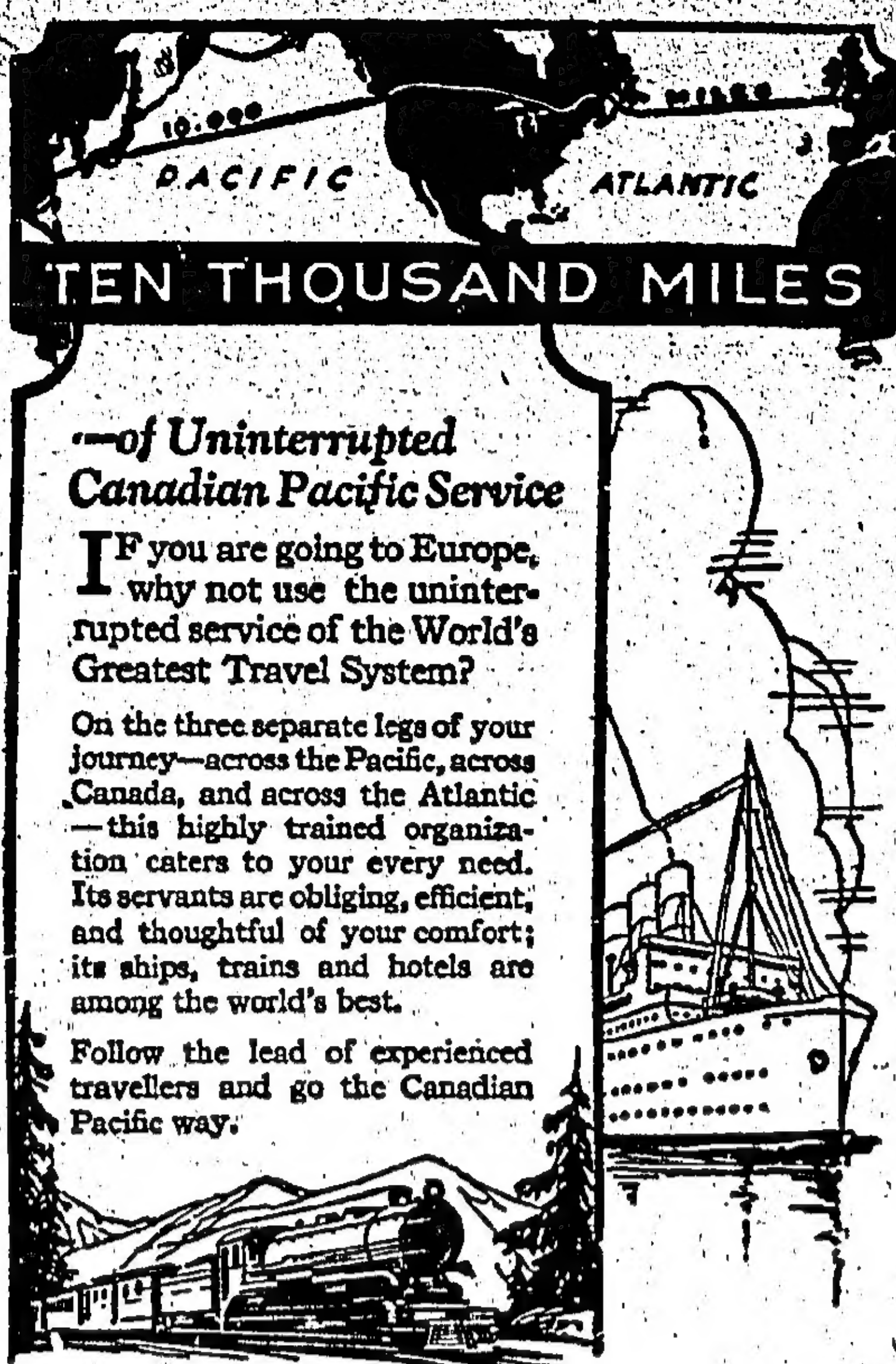
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## INTERPORT LAWN BOWLS.

### HONGKONG FAVOURS BEST OF THREE GAMES.

### MEETING LAST NIGHT.

The question as to whether Interport games with Shanghai should be confined to one match or whether the winner should be decided by the best of three matches, was deliberated at the annual meeting of the Lawn Bowls Association, which was held in the board room of Messrs. Jardine, Matheson and Company, Ltd., yesterday evening, under the chairmanship of Mr. B. Wylie.

The Chairman, addressing the meeting, said: Gentlemen, I regret that owing to another engagement, your President, His Excellency the Hon. Mr. W. T. Southern, the Officer Administering the Government, is unable to be present with us to-night.

The past year, so far as lawn bowls in the Colony is concerned, has been an eventful one. As, however, Mr. Southern dealt very fully with the activities of the Association, when presenting the League Shields and the Royal Cup last autumn, I shall confine my review to the barest essentials.

During the year we had as our guests an Interport team from Shanghai and after a most exciting game we just managed to win. In connection with this match our thanks are due to the members of the Kowloon Cricket Club, on whose ground the game took place and for their strenuous efforts to entertain the large number of spectators who attended. This also reminds us that last year was the first occasion on which a charge was made to witness the Interport game. Examination of the accounts before you will show the wisdom of making this charge. Had we not done so we should have had to carry forward a debit balance to next year. In connection with the visit of the Shanghai bowlers our thanks are also due to the members of the sub-committee, under the able convener'ship of Mr. Grimitt, who made themselves responsible for the comfort of our guests.

The question as to whether the best of three matches instead of one should decide Interport lawn bowls honours will come up for discussion at this meeting and in due course the officers of the Association will be pleased to learn your views so that they may be conveyed to our Shanghai friends.

Last year there was a record entry of 83 contestants for the Open Championship of the Colony, which was won by that young and skilful player Mr. R. F. Luz. Our heartfelt congratulations are extended to Mr. Luz on his success.

### Championship Winners.

The 1st Division Shield was won by the Craigengower Cricket Club and 2nd Division honours went to Taikeo Dock Recreation Club. The Spey Cup, presented by Messrs. A. S. Watson & Co., was won by Taikeo Dock Recreation Club. Our thanks are due to Messrs. A. S. Watson for so kindly presenting miniature cups in connection with this competition. The Aikenhead Shield was again won by Kowloon and is now present in the keeping of Kowloon Dock Recreation Club by virtue of it being at the head of the 1st Division League table in Kowloon.

During play in the Open Championship and Spey Royal finals, opportunity was taken to make a collection in aid of St. Dunstan's Home. As a result, over £7 was remitted to London.

In conclusion, I wish to place on record our appreciation of the keen interest shown by our President in the welfare of the Association and the game of lawn bowls generally; our thanks to Mr. Massey, our Secretary,

and Mr. Brown, our Treasurer, for their untiring efforts on behalf of the Association; to Mr. A. Ritchie for auditing our accounts; and to those members who gave prizes last year. I have also to thank Messrs. Jardine, Matheson and Co. for the loan of this board room for our meeting here to-night.

I now propose the adoption of the General Account of the Association for the year ended 28th February, 1930, and shall be pleased if someone present will kindly second the motion.

### Entries for Leagues.

The report and statement of accounts were approved after several questions had been answered.

The following Clubs entered teams for the leagues:

Division I.—Taikeo, Kowloon Bowling Green Club, Civil Service, K.C.C., Kowloon Dock, Craigengower, Club de Recreio and the Police Recreation Club.

Division II.—Taikeo, Kowloon Bowling Green Club, Civil Service, K.C.C., Hongkong Electric, Craigengower, Club de Recreio and the Royal Hongkong Yacht Club.

It was decided that league matches should be commenced on May 3, and that the date of closure for open championship entries should be May 10.

Entries were taken for the Spey Cup and the draw resulted as follows:

First round.—Craigengower v Yacht Club, Police Recreation Club v K.C.C.

Second round.—Civil Service v Hongkong Electric, and Taikeo v winners of Craigengower and Yacht Club match. The K.C.C. or Police, v the Club de Recreio, and the Kowloon Bowling Green Club v Kowloon Dock Recreation Club.

Mr. B. Wylie was elected President and Mr. A. O. Brown Vice-President.

Mr. C. J. Tacchi was elected to the position of hon. secretary.

At this point the chairman said that last year Mr. Tacchi went Home. In company with other Hongkong bowlers he played bowls at Home and upheld the honour of Hongkong. By doing a cup was presented for competition among Hongkong bowlers when at Home and the chairman said he thought the thanks of the Association were due to Mr. Tacchi and his conferees. They were grateful to Mr. Tacchi for making arrangements at Home whereby Hongkong bowlers could have a game when on leave with Home players.

### Bowls At Home.

After returning thanks for his election, Mr. Tacchi said that when the Hongkong team played at Home they had a wonderful reception. The President of the Wansstead Club, where the games were played, Mr. Esplin, O.B.E., offered to present a cup for an annual match and hoped that Hongkong would be able to raise a team every year. Mr. Esplin assured them that Hongkong players would be very welcome and the greens would be at their disposal at any time. Mr. Esplin at that time also thanked the Hongkong team for the presentation of a cup which they brought with them and stated it had been allotted as a prize for an annual competition between bowlers and golfers of the Wansstead Club. Mr. Tacchi, after expressing his appreciation of the hospitality shown in said he would like to see some Hongkong bowlers present this year when the cup was played for.

Mr. Tacchi continued that while he was Home he attended the annual meeting of the English Bowling Association in London and brought up the question of alteration to the rule regarding unfinished matches. At that meeting the conclusion was reached that many of the rules were ambiguous and needed revising, and it was decided to ask all secretaries to go through the rules and send in the ideas for revision of their respective clubs before the end of next December. The speaker pointed out that Hongkong views were required as well.

Other officials elected were Mr. B. Maughan (hon. treasurer) and Mr. A. Ritchie (hon. auditor).

### Registered Players.

In proposing an alteration to League Rule 3, which laid down that

every Club entering a team in one or both divisions must register eight players for each team, Mr. Brown, stated it had been agreed in committee by a majority it would be better to reduce the number of registered players to six. As it stood the rule caused hardship on certain members in almost all the Clubs. At the beginning of a year it was easy to pick out six players but it was more difficult to pick out a seventh and eighth.

In seconding, Mr. Tacchi said he thought it was a very sound idea.

Mr. Russell said it would be no hardship if the rule was deleted altogether. He moved an amendment that the rule be deleted and that there be no registration.

The amendment was seconded but on being put to the meeting was lost and the motion was carried.

### By-Law Dissentient.

Mr. Hogbin, on behalf of the Kowloon Bowling Green Club, proposed an alteration to by-law No. 1. The by-law is to the effect that in the event of league teams trying on points for the top or bottom position, a deciding match or matches will be played on the knockout system. The suggestion was that the team with the most shots to its credit take precedence.

After this had been seconded, an amendment was proposed that the by-law should not be altered, and the amendment was carried.

Mr. R. Lapsley raised the question of the Association obtaining a test ball and a measuring trough for the purpose of testing woods but Mr. Tacchi spoke against the proposal, saying that the expense would be almost prohibitive.

Mr. Lapsley said there would be no harm in enquiring into the matter but a motion to the effect that the Association provide itself with instruments for testing woods in the event of a dispute was lost by 10 votes for and 12 against.

The next matter to be considered was the suggestion of playing three interport matches instead of one.

### Interport Games.

Mr. H. Nish said in his view three games should be played. He thought that the interport was dying out to a certain extent as there was so much entertaining. People from Shanghai last time, while appreciating the entertainment provided, were out night after night, the same as when Hongkong men went to Shanghai. The speaker said he thought that the best of three games was the ideal interport. He moved that the suggestion be sent on to Shanghai.

Mr. Hogbin seconded.

Mr. Lapsley asked if that meant there would be no more friendly games with Clubs.

The chairman replied he did not know. The proposition was only a suggestion to Shanghai.

Mr. Lapsley said he would suggest that three games only be played and the Clubs be left out.

Mr. Russell, in supporting the proposition, said he thought the best out of three was much fairer. Regarding Mr. Lapsley's suggestion as to doing away with friendly games, he said if the time of the visiting team was sufficient, friendly games could be fitted in and Clubs might be allotted for in order to complete the dates of the visiting team.

The chairman pointed out that the question had been discussed at great length at many meetings last year so that Shanghai might know Hongkong's views. If Shanghai did not wish to have three games then they could not be forced to play three games. They simply wanted to tell Shanghai what Hongkong thought about it.

When put to the meeting, the proposition was carried with one dissentient.

On the proposition of Mr. R. Bass, seconded by Mr. C. R. Souza, the meeting decided to provide medals or other suitable souvenirs to the winners of league shields.

The meeting concluded with an expression of thanks to the chairman.



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| TO OSAKA via AMOY, MOJI & KOBE           | Namsang                                   | Tues. 8th Apr at 7 a.m.   |
| TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE | Kutsang<br>Suisang                        | Fri. 18th Apr at 7 a.m.<br>Fri. 25th Apr at 7 a.m.  |
| TO SANDAKAN                              | Hhsang<br>Mausang                         | Wed. 2nd Apr at noon<br>Thurs. 17th Apr at 3 p.m.   |
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## YESTERDAY'S M.C.L. FUNCTION.

### BIG SUCCESS OF EVENT IN PENINSULA HOTEL.

### WELL SUPPORTED.

Introduced as an innovation, and with the object of raising much-needed funds for the work of the Ministering Children's League, the entertainment held at the Peninsula Hotel yesterday afternoon, under the auspices of the Hongkong Women's Guild and M.C.L., proved a tremendous success from all points of view. Those responsible for the perfect arrangements can be congratulated on the result of their efforts.

Thanks to the kindness of the Peninsula Hotel management, the first dining room, together with the Roof Garden and Rose Room, were placed at the disposal of the League for the afternoon, and every assistance was given by Mr. Copley and his staff to ensure the comfort of the guests.

The bridge and mah jong drives proved great attractions, and drew a large proportion of the guests to the tables. In the interval the players and others present enjoyed tea in the dining room and later many of the younger element repaired to the Rose Room where they joined in the dancing, to the strains of music rendered by the popular Hotel orchestra. The dancers were also afforded the opportunity of taking part in a competition spotlight dance, the winning couple being Miss Kelly and Mr. Alves.

### The Auction.

The Roof Garden was the scene of the auction, where Mr. V. C. Labrum in a delightful manner tempted the company to purchase a variety of goods. He found the bidding somewhat slow, but nevertheless succeeded in disposing of all the articles at fairly good prices.

The first article put up was the football, signed by a number of prominent persons, and as Mr. Labrum put it "by all denominations". The bidding started off at \$10, rose to twenty, and then Mr. J. Smith sent it up a five dollar notch to \$25. This did not

suit Mr. Labrum, who informed the bidders that he wanted \$100 for the ball. "It is an historic ball," he said, and when after some slow bidding, the price had only risen to \$50, the auctioneer called the company to task. "Now then, ladies and gentlemen," he said, "please wake up. This is for a splendid cause." He could not be resisted, and two bids of an additional five dollars saw the value of the ball rise to \$60, and there it was knocked down to Mr. Cressy.

"And now," continued the gentleman with the hammer, "I have here, a nice lamb. I have been told that the Dairy Farm will keep it in cold storage for the one who buys it, for as long as it lasts. You can send down for a couple of mutton chops for your breakfast every day and still have a couple of legs and shoulders left. What I want to add, however, is this: I shall expect the purchaser of this lamb to send me a mutton chop for my breakfast every day. And now let me start the bidding at \$10."

The response was much quicker than for the previous "lot," and quickly progressed to \$25, when Mr. Labrum caused some amusement by saying that it was lamb, not mutton. The lamb was eventually knocked down to Mrs. Southern for \$45.

Two guinea fowls, in a box, came next, and as Mr. Labrum rightly said, whatever else their attributes might be, there was no doubt that they were a very good ornament for the garden. The eventual purchaser was Mr. Chan Tin-pak, at \$15.

Then followed two pictures and various trays of cigarettes and chocolates. Mrs. Gillard claimed one of the paintings for \$6, and a very nice blackwood looking-glass went to Mr. Ho Ki for \$30. Mr. Zimmern captured a second picture for \$20, and the cigarettes and chocolates were purchased by Mrs. Cook, Mr. Labrum and Mr. Smith for varying amounts between \$5 and \$10.

The total result of the auction realised \$218, which was highly satisfactory.

### Splendid Organisation.

As can be well imagined, to carry out such a successful event considerable care and attention in the organisation is required, together with the co-operation and practical interest of all those in any way connected with the

Women's Guild and M.C.L. Spectacular mention is due to the indefatigable work accomplished in connexion with the function by Mrs. W. T. Southern, the President, Mrs. H. T. Cressy, who worked unceasingly, Mrs. E. I. Wynne Jones, the Hon. Treasurer, Mrs. J. D. Lloyd, for her great work as Hon. Secretary, and to all those branch secretaries who gave of their time and energy without restraint.

The Hon. Mr. J. P. Braga gave invaluable assistance as M.C. of the bridge and mah jong, and there were numerous other helpers, whose names are given below. Mention must be made of the fancy goods arranged by Mrs. J. D. Lloyd, Mrs. Lack and Mrs. Shenton, which they succeeded in entirely clearing before the close of the day. They displayed some very fine work done by the women prisoners in the Victoria Gaol, which was eagerly bought by the ladies present.

The prize distribution followed the auction, and brought the successful function to a close. The prizes were distributed by Mrs. Southern, who, in a short speech, expressed thanks to all workers and helpers that day. She paid a tribute to the energetic and cheerful work of Mrs. Cressy, and to the kindness of the Peninsula Hotel management and Mr. Copley. She also thanked Mr. Labrum, Mr. J. Smith, and Mr. Taggart for the manner they had worked to ensure success for the venture. The League were in a bad way, she said, but she warmly thanked all those who had helped them that day, and hoped their efforts would have a satisfactory result.

The following were the officers: Mrs. W. T. Southern (President), Mrs. H. T. Cressy (vice President), Mrs. E. I. Wynne-Jones (Hon. Treasurer), Mrs. J. D. Lloyd (Hon. Secretary), Mrs. W. E. L. Shenton (Peak Branch), Mrs. B. D. Beith (Peak Children's Branch), Mrs. Taylor (Victoria Branch), Mrs. J. McCormack (Quarry Bay Branch), Mrs. Cole (Kowloon Branch), Miss H. F. Skinner (Bellissimo Public School), Miss Wise (St. Stephen's Girls' College), Miss E. Kotewall (St. Paul's Girls' College), Mrs. W. D. S. Brownrigg (Military Branch), Mrs. Byron (Naval Branch).

Other able assistants who contributed to make the function a success were Mrs. B. Wylie, Hon. Mr. J. P. Braga, Mr. Ho Leung, Mrs. Lack, Mr. Peter Pau, who was assisting Miss E. L. Hallifax in the cigarette and chocolate stand, eight members of the Boy Scouts belonging to the St. Andrew's Troop, Hon. Dr. and Mrs. Kotewall, Hon. Sir Shou-son Chow, Mr. Ho Kom-tong, Mr. Tang Shu-kin, and six girls undergraduates from the Hongkong University, Misses Rose Kwok, Ada Leung, Kathleen Lai, Rose Choy, Angnes Pau and Cissy Wong.

### The Prize Winners.

The following is a list of the prizes, donors, and winners:

#### Dancing.

1st Prize, lady, pair of evening shoes, Donors Messrs. Gordon's, Ltd.—Miss Kelly.  
1st Prize, gentleman, silk handkerchief and tie to match, donors Messrs. Mackintosh and Co., Ltd.—Mr. Alves.

#### Bridge.

1st Prize, lady, vase, donors Messrs. Komor and Komor—Mrs. Henry Humphreys, plus 2.10.  
Booby, powder puff, donors Messrs. Kayamally and Co.—Mrs. Dick, 1.945.

#### Mah Jong.

1st Prize, lady, Bottle of lavender water, donors Messrs. A.

## LOCAL RADIO.

### PROGRAMME ARRANGED FOR WEEK-END.

The programmes to be broadcast by Z.B.W. on a wavelength of 355 metres during the week end are given below.

#### To-day's Programme.

11.00-11.30 a.m. Commercial news.  
12.00 noon to 1.00 p.m. Demonstration programme.  
1.30 p.m. Weather report.  
7.00-9.00 p.m. Experimental programme. At 8 p.m. approx. Brahms: "Violin Concerto in D." Joseph Sziget (Violin) and Halle Orchestra. Conducted by Sir Hamilton Harty.  
9.00 p.m. Weather report: Local Sports News and Overture.  
9.15 p.m. Dance programme of Columbia records by courtesy of Messrs. Anderson Music Company.  
11.30 p.m. Close down.

#### To-morrow's Programme.

11.00 a.m. Church Service relayed from St. John's Cathedral.  
12.00 noon to 1.00 p.m. Chinese programme.  
1.30 p.m. Weather report.  
9.00 p.m. Weather report.  
9.00-10.30 p.m. Programme of Victor records by courtesy of Messrs. Tsang Fook Piano Company—"The Crucifixion," (Sir John Stainer). Richard Crooks, Tenor; Lawrence Tibbett, Baritone; Wilfred Glenn, Bass; Frank Croton, Bass; Trinity Choir; Mark Andrews at the Organ. "Macushla," (Rowe-MacMurrroughan). Chemet, and "A Dream," (Charles B. Cory-J. C. Bartlett). Renee Chemet, Violin Solo with piano accompaniment by Anca Sedlova.  
"Der Erlkonig" (The Erlking), (Schubert, Op. 1), and "Leggiero Invisibile-Bolero" (Light Invisible), (Luigi Arditi).  
Ernestine Schumann-Heink, Contralto with piano. Accompaniment by Katherine Hoffmann.  
"Carmen-Chorus Des Cigarettes" (Chorus of Cigarette Girls), (Bizet), and "Frischhut-Jägerchor" (Huntmen's Chorus), (Weber).  
Metropolitan Opera Chorus with Metropolitan Opera House Orchestra, Giulio Setti, Conductor.  
"Gregorian Chant: 1. Kyrie-In Festis B. V. M. No. 2 (Alme Pater) Mode I." 2. Gloria-In Festis B. V. M. No. 1 (Cum Jubilo) Mode VII. Kyrie Solenne edition.  
"Gregorian Chant: Credo No. 1, Mode IV."

Plus X Choir, College of the Sacred Heart directed by Justine B. Ward Organ: Achille Bragers.  
"Gregorian Chant: 1. The Preface of the Mass (Praefatio Communis). Intoned by Rev. V. C. Donovan, O.P. 2. Sanctus and Benedictus In Festis B. V. M. No. 2 (Cum Jubilo) Mode V.  
"Gregorian Chant: 1. Pater Noster. 2. Agnus Dei-In Festis B. V. M. No. 9 (Cum Jubilo) Mode V. 3. Ite Missa Est-In Festis B. V. M. No. 2."

Plus X Choir, College of the Sacred Heart directed by Justine B. Ward. Intonation Rev. V. C. Donovan, O.P.  
"La Juive-O. Dieu, Dieu De Nos Peres (Oh, God of Our Fathers) (Passover Music) (Halevy), and "La Juive-Si Trahison Ou Perfidie (Lord, Should Perfidy Round Us Hover), (Passover Music) (Halevy).  
Giovanni Martinelli, Tenor with Metropolitan Opera Chorus and Metropolitan Opera House Orchestra. Giulio Setti, Conductor.  
10.30 p.m. Close down.

Berlin, Mar. 28.

The Centre Party leader, Herr Bruening, is forming a new Cabinet.—Reuter.

S. Watson and Co.—Miss K. H. Fok, 7.250.  
Booby, powder puff, donors Messrs. A. S. Watson and Co.—Mrs. See Cheung-si, 2.450.

## CONSIGNEES' NOTICE.

### SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship,

D'ARTAGNAN

Arrived Hongkong on Wednesday, the 28th March, 1930.  
From MARSEILLES, &c.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed. Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Friday the 4th April, 1930, or they will not be recognized. Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard & Douglas at 10.00 a.m. on Tuesday, the 1st April, 1930.

No fire insurance will be effected by us in any case whatever.

L. LESDOS.

### THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', IMMINGHAM, LONDON, STRAITS and MANILA.

The Steamship,

"BENNEVIS."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April, 1930, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 15th April, 1930, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st March, at 10 a.m. by Messrs. Goddard & Douglas.

No fire insurance has been effected. Bills of Lading will be countersigned by.

GIBB, LIVINGSTON & CO., LTD., Agents.  
Hongkong, 25th March, 1930.

### THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', DUNKIRK, ANTWERP, LONDON and STRAITS.

The Steamship,

"BENGLOE"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

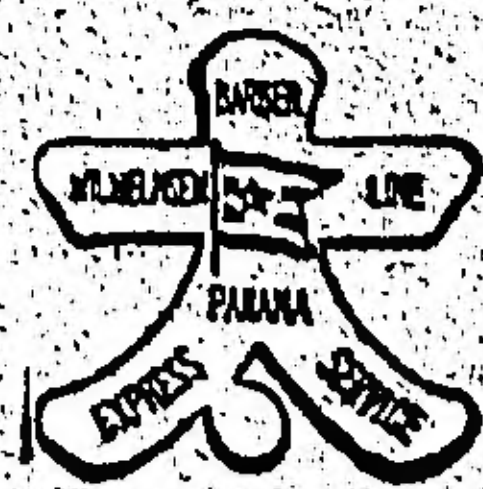
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd April will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 17th April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd April, at 10 a.m. by Messrs. Goddard & Douglas.

No fire insurance has been effected. Bills of Lading will be countersigned by.

GIBB, LIVINGSTON & CO., LTD., Agents.  
Hongkong, 27th March, 1930.



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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H.M. GOVERNMENT.)

| S. S.      | Tons   | From Hongkong (about) | Destination              |
|------------|--------|-----------------------|--------------------------|
| MALWA      | 10,980 | 12th Apr.             | Marseilles & L'don       |
| MIRZAPUR   | 6,715  | 23rd Apr.             | Straits, Colombo & B'bay |
| IRAJPUTANA | 16,568 | 26th Apr.             | Bombay, M'les & L'don    |
| BELTANA    | —      | 3rd May               | Marseilles & London      |

\*Cargo only.  
Frequent connections from Port said for Passengers & Cargo to Constantinople, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

### BRITISH INDIA-APCAR SAILINGS

| TALAMBA | 8,018  | 1st Apr.       | S'pore, Penang & Calcutta |
|---------|--------|----------------|---------------------------|
| TAKADA  | 6,949  | 1st Apr 3 p.m. | S'pore, Penang & Calcutta |
| TALMA   | 10,000 | 16th Apr.      | S'pore, Penang & Calcutta |
| SHIRALA | 7,841  | 29th Apr.      | S'pore, Penang & Calcutta |

\*Calls Rangoon.  
B. I. Aparcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

### EASTERN & AUSTRALIAN SAILINGS (South)

| ST. ALBANS | 4,500 | 4 Apr. 4 p.m. | Manila, Sandakan, Thurs.   |
|------------|-------|---------------|----------------------------|
| NELLORE    | 6,853 | 2nd May       | Island, Townsville, B'bane |
| TANDA      | 6,956 | —             | Sydney and Melbourne.      |

\*Calls Port Holland.  
Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.  
The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hobe, Cebu, Kulambagan, Tawao, Timor, Darwin, or other ports on route at inducement offers.

Frequent connections from Australia with the following—  
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The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. French Service of Steamers to London via the Cape.  
The New Zealand Shipping Co. Steamers to Southampton and London via Panama Canal.

### SAILINGS TO SHANGHAI & JAPAN

| *BELTANA | 7,841 | 6th Apr. | Shanghai, Moji & Kobe           |
|----------|-------|----------|---------------------------------|
| SHIRALA  | —     | 2nd Apr. | Amoy, S'hai, Moji, Kobe & Osaka |
| *KHYBER  | 9,114 | 6th Apr. | S'hai, Moji, Kobe & Yoko        |
| NELLORE  | 6,853 | 8th Apr. | Moji, Kobe, Osaka & Yoko        |

\*Cargo only. \*Not carrying passengers.

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.  
Parcels Measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.  
For Passage Rates, Handbooks, Freight, etc., apply to  
MACKINNON, MACKENZIE & Co.,  
P. & O. Bldg., Connaught Rd., C. Agents.

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| STEAMER | DUE HONGKONG | DUE TO SAID |
|---------|--------------|-------------|
| CHANGTE | 11th April   | 18th April  |
| TAIPING | 13th May     | 20th May    |
| CHANGTE | 10th June    | 17th June   |
| TAIPING | 11th July    | 18th July   |

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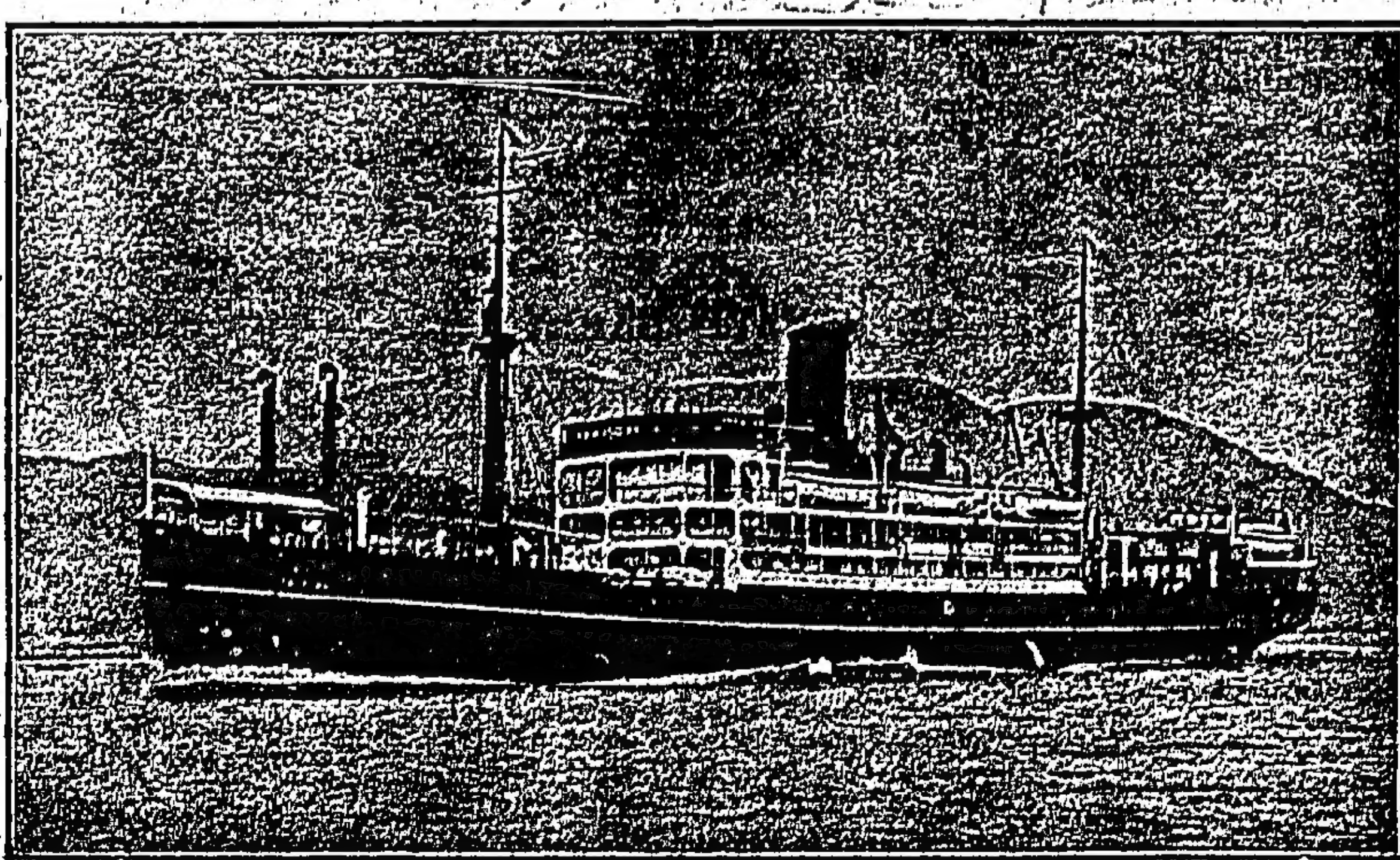
## THE HONGKONG & WHAMPOA DOCK CO., LTD.

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A story of men and women fighting for their lives and each  
other. A Paramount giant thriller! Don't miss it!  
AT THE MAJESTIC NATHAN ROAD KOWLOON.

## NAVAL EXPERTS CONFERRING.

CONSIDERING THE POLITICAL  
ASPECTS.

### OFFICIAL RECEPTION.

London, Mar. 28.  
Except for a conversation be-  
tween the Prime Minister and  
Messrs. Stimson and Gibson, of the  
American delegation, there have  
been no meetings between the  
Naval Conference delegates to-day,  
nor have any been arranged before  
Monday morning, when the dele-  
gation chiefs will again meet.

Contact is likely to be main-  
tained by the experts, on whom has  
devolved the task of devising and  
testing, informally, possible means  
of achieving an agreement, with  
particular reference to the political  
aspects of the problem.

To-night all the delegations were  
the guests of the Government at a  
reception at the House of Lords,  
after which the Prime Minister left  
for Chequers, where he is remain-  
ing until Sunday night.

There were 3,000 people at the  
reception, these including Mr.  
Ramsay MacDonald, his three  
daughters and one of his sons, Mr.  
A. V. Alexander (First Lord of the  
Admiralty), Admiral Sir Charles  
Madden (First Sea Lord and Chief  
of the Naval Staff) and Admiral  
Lord Jellicoe.

The Lord Chancellor, Miss San-  
key, the Lord President of the Coun-  
cil and Lady Parmoor received the  
guests. *—Reuter and British Wire-  
less.*

### NANKING'S OFFER TO MANCHURIA.

### THE FOREIGN FORCES TO REMAIN.

Nanking, Mar. 28.  
In view of the importance of the  
attitude of Manchuria, much in-  
terest has been aroused by official  
reports stating that Marshal  
Chiang Kai-shek has offered  
\$1,500,000 to General Chang  
Hsueh-liang if he will agree to dis-  
patch three Divisions of Man-  
churian forces to China Proper to  
attack the Shansi-Kuomintang  
allied forces in Chihli.

The offer has been made  
through Messrs. Wu To-chen and  
Lam Wan-kai (Mayor of Canton),  
who have arrived at Mukden, re-  
presenting Marshal Chiang.

On account of the extreme ten-  
sion in the North, the Peking  
Legations have expressed their  
intention not to withdraw the  
foreign forces stationed at Peking,  
Tientsin, Tongshan and Shangkai-  
kwan.

War preparations by both the  
Nationalist and anti-Nationalist  
Commanders are continuing in  
Honan, but apart from the hostili-  
ties near Chengchow, no actual  
fighting has yet broken out.

### WATER SHORTAGE RECALLED.

(Continued from Page 1.)

during the past 10 years  
aggregating \$159,500 have been  
charged to building improvements  
and written off.

### Boycott Reaction.

The Working Account of our  
Canton Branch showed a loss, in-  
dicating that we have not yet  
recovered altogether, from the  
boycott, in Canton at least.  
Again, the Canton Branch suffered  
more than we did in Hongkong  
from the cold and rainy summer,  
though it was not troubled with  
any water difficulties.

We are not in a position to  
transfer any sum to Reserve Fund,  
which now stands at half the  
amount of the subscribed capital  
of the Company. We trust, how-  
ever, that the dividend of 70  
cents per share recommended  
will, under the circumstance, be  
considered satisfactory and be  
approved.

### SOME RAIN.

The local weather forecast till  
noon to-morrow is:—S.E. to E.  
winds, moderate; generally over-  
cast; some rain.

Tenders are being invited for  
the supply of one single screw  
teakwood launch for the Port  
Health Officer.

It is notified for the information  
of owners and occupiers of ten-  
ements that, under the provisions of  
the Rating Ordinance, No. 6 of  
1901, Rates for the Second Quar-  
ter of 1930, are payable in advance  
on or before the 30th April, 1930.

## SPIRIT VISITOR OF THE NIGHT.

SIR A. CONAN DOYLE'S  
EXPERIENCE.

Sir A. Conan Doyle who is re-  
covering from a long illness due to  
heart trouble, relates the following  
experience in a message to the  
Press:—

In the early morning of February  
3 I was lying awake when I be-  
came aware of heavy steps ap-  
proaching along the passage which  
leads to my room. They were quite  
as well marked as those of the  
butler when he brings me my early  
morning cup of tea. They paused  
outside my door, and I then heard  
clearly a short cough as of some-  
one clearing their throat.

I turned on the light and noticed  
that it was 3.30 a.m. I then rose  
and went to the door. I flung it  
open fully expecting to find some  
person on the other side. The light  
from my lamp shone down the pas-  
sage and there was no one there.  
Having made sure that this was  
the case, I returned to bed in a  
somewhat shaken state, as I was a  
sick man and in no condition for  
such nocturnal adventures.

In a quarter of an hour or so  
my heart palpitation passed away  
and I fell into a deep sleep.

Two days later my wife received  
a letter from Mrs. Osborne Leonard  
the well-known medium, saying that  
she had never dreamt of me before  
in her life, but that between 3.30  
and four o'clock on Monday morn-  
ing she had had an extraordinarily  
vivid impression of having visit-  
ed me and actually seeing me and  
administering some healing treat-  
ment to me. "It was all so real,"  
she said, "that it cannot be classed  
as a dream." In this letter Mrs.  
Leonard offered to come to Crow-  
borough and to give me a special  
seance, which she did three days  
later, nobly fulfilling her promise,  
which involved a drive of thirty  
miles partly through deep snow.

Bi-Location.  
The seance was a very wonderful  
experience, but it makes a story  
by itself. When it was over I dis-  
cussed with Mrs. Leonard the hap-  
penings of Monday morning, and I  
mentioned to her the short cough  
which I had heard outside my  
door. She said: "That is really  
final. I seldom have anything the  
matter with my throat, but that  
night every time I woke I found  
myself coughing in the very way  
you describe. It was so unusual  
that it impressed itself upon my  
memory."

These are the facts, and they  
seem to me beyond all range of  
coincidence, and to present a very  
clear case of bi-location. Mrs.  
Leonard was sleeping at Kenley,  
but undoubtedly, her double or  
etheric body had visited me at  
Crowborough.

### MORE INSPECTORS OF FACTORIES.

### SEX EQUALITY DECISION.

The staff of factory inspectors  
in the employ of the Government  
is to be increased during the year  
by 15, which, together with seven  
vacancies to be filled, makes an  
addition of 22 inspectors.

This announcement has been  
made by the Home Secretary after  
consideration of the recommenda-  
tions made by the Departmental  
Committee appointed by the  
former Home Secretary (Lord  
Brentford) to inquire into the  
strength and organisation of the  
factory inspectorate.

The general inspection staff will  
be raised during the next five  
years from 180 to 243; the number  
of the superintending inspectors'  
divisions from 10 to 11, and the  
number of inspection districts  
from 83 to 96.

The additional division will be  
in the South-East of England,  
where there has been a great  
development of industry in recent  
years.

Men and women inspectors will  
be recruited by the same examina-  
tion, and there will be a single  
seniority list.

The Committee recommend an  
establishment consisting of 70  
per cent. men and 30 per cent.  
women.

### MR. GERALD BARRY.

TO EDIT THE "WEEK-END  
REVIEW."

Following the resignation of  
Mr. Gerald Barry and the entire  
editorial staff of the "Saturday  
Review," a new weekly journal  
"The Week-end Review," is now  
being published and edited by Mr.  
Barry. He will have the assist-  
ance of the principal members of  
the "Saturday Review" staff and  
contributors who followed him  
into retirement.

The resignations, it will be re-  
membered, were the direct result  
of the announcement that the  
"Saturday Review" would in fu-  
ture support the United Empire  
Party. This announcement was  
made by the directors without the  
knowledge of the Editor or his  
staff, who promptly resigned their  
positions as a protest.

The "Week-end Review" is  
published at 6d.

## IRISH POLITICAL CRISIS.

DE VALERA TO STAND FOR  
PRESIDENCY.

### DEFEAT PREDICTED.

London, Mar. 28.  
The Irish Free State Government  
was defeated by 66 votes to 64 in  
the Dail last night on a Bill, ex-  
tending old age pensions, intro-  
duced by the De Valera Party. The  
Bill was opposed by the Govern-  
ment on the ground that it would  
involve an extra cost of from  
£250,000 to £300,000 yearly.

The Bill was supported by the  
Labour Party and some of the  
Independents.

To-day, Mr. Cosgrave, the Pre-  
sident of the Executive, announced  
at a brief meeting of the Dail, that  
the Government would resign. On  
his motion the Dail adjourned until  
next Wednesday, when it will pro-  
ceed with the election of a new  
President.

Mr. O'Kelly, who acts as the  
leader of the De Valera Party in  
the absence of De Valera, who is  
on his way home from America,  
said his party was prepared to  
nominate De Valera as Presi-  
dent.

The general belief in Dublin is  
that De Valera will be defeated  
and that Cosgrave will be re-elected.  
Cosgrave was elected to the  
Presidency in 1922 and re-elected  
in 1927. *—British Wireless.*

### SHARE PRICES.

### TO-DAY'S QUOTATIONS.

The following is the list of local  
share quotations issued to-day:

**Banks.**  
Hongkong Bank, \$1400 b.  
Chartered Bank, £183 n.  
Mercantile & E. B., £30 n.  
East Asia, \$100 b.  
**Insurance.**  
Canton Ins., \$300 b.  
Union Ins., \$415 b.  
North China, Ins., Tls. 160 b.  
Yangtze Ins., \$50 n.  
China Underwriters, \$130 a.  
China Fires, \$350 b.  
H. K. Fire Ins., \$880 b. x. div.

**Shipping.**  
Douglases, \$204 a.  
H. K. Steamboats, \$261 a.  
Indo-China, (Def.) \$60 a.  
Union Waterboats, \$26 b.

**Mining.**  
Benguets, \$6.75 b.  
Kailans, 53.9 n.  
Langkats, Tls. 13.60 n.  
S'hai Explorations, Tls. 1.30 n.  
Raub, \$19 b.  
Tronoh, 21/- n.

**Docks, etc.**  
Kowloon Wharves, \$153 b.  
Whampoa Docks, \$33 n.  
China Provident, \$5.35 b.  
Hongkwa, Tls. 220 b.  
New Engineerings, Tls. 8. b.  
Shanghai Docks, Tls. 130 b.

**Cottons.**  
Ewo Cottons, Tls. 13.60 a.  
S'hai Cottons, Tls. 8 (old) n.  
**Lands, Hotels, etc.**  
H. and S. Hotels, \$12.95 b.  
H. K. Lands, \$72 b.  
S'hai Lands Tls. 240 n.  
Humphreys, \$14 n.  
Realities, \$3.40 b.  
Chinese Estates, \$98 a.

**Public Utilities.**  
Tramways, \$20.20 b.  
Peak Traction, \$11.75 n.  
Star Ferries, \$71 b.  
China Lights, (Old) \$221 b.  
H. K. Electric, \$73 b.  
Macao Electric, \$23 b.  
Telephones, \$13 b.  
China Buses, Tls. 19. b.  
Singapore Traction, 10/- a.

**Industrials.**  
China Sugars, 87 cts. b.  
Malabons, \$27 n.  
Cald Macg. Ord., Tls. 10 n.  
Canton Iron, \$2.50 n.  
Cements (Comb.), \$151 b.  
Ropes, \$7.60 b.  
United Asbestos, \$5 b.

**Stores, etc.**  
Dairy Farms, \$21 a.  
Watsons, \$11.40 n.  
Der A. Wings, \$80 b.  
Lane Crawford, \$2.65 a.  
Mackintosh, \$18 b.  
Sinceres, \$12 n.  
**Miscellaneous.**  
Amusements, \$281 b.  
Constructions, \$1.30 b.  
B'que Ind. G. Bonds, 62% n.  
H.K. G. Loan 7% Prem. a.

### FANCY DRESS DIVERS.

### HONOLULU'S TOURIST TEMPERS.

Honolulu harbour's diving boys  
are going in for fancy, loud-colour-  
ed bathing suits. The costumes  
will be blue with yellow diving boy  
emblems.

There are approximately 50 of  
these native divers who practically  
live in the water, diving for the  
coins tossed to them by tourists on  
the arriving liners. It is conserva-  
tively estimated that \$20,000 in  
small coins is used annually as bait  
for the Hawaiian boys.

It is thought that the boys were  
inspired to adopt the fancy diving  
suits by the gay-coloured beach  
costumes of the vacationists at  
Waikiki.

## HEARST

The  
Shadow  
of Evil!

STRANGE figures, stranger  
events, fill this talking  
thriller to overflowing.

You won't find the solution  
till the end—it'll keep  
you guessing!

## THE UNHOLY NIGHT



Metro-  
Goldwyn-  
Mayer  
ALL  
TALKING  
PICTURE

directed  
by  
LIONEL  
BARRYMORE

with  
Ernest Torrence  
Dorothy Sebastian  
Roland Young

### HEARST NEWSREEL

SEE RIO DE JANEIRO FROM THE AIR  
SEA-HORSE RACING, LATEST SPORT.  
HEAR MAIDS OF PEKING SING THE  
GLORY OF OLD CHINA.

SEA-ELEPHANTS In Desperate Combat.

AT THE  
QUEEN'S FINAL SHOWINGS TO-DAY  
At 2.30, 5.10, 7.15 and 9.20.

## D.W. GRIFFITH



AT THE  
WORLD FINAL SHOWINGS TO-DAY  
At 5.15 & 9.20 ONLY

JOAN  
CRAWFORD NELS  
ASTHER



"DREAM OF LOVE"  
AT THE  
STAR FINAL SHOWINGS TO-DAY  
At 2.30, 5.30 & 9.20